







P.H.

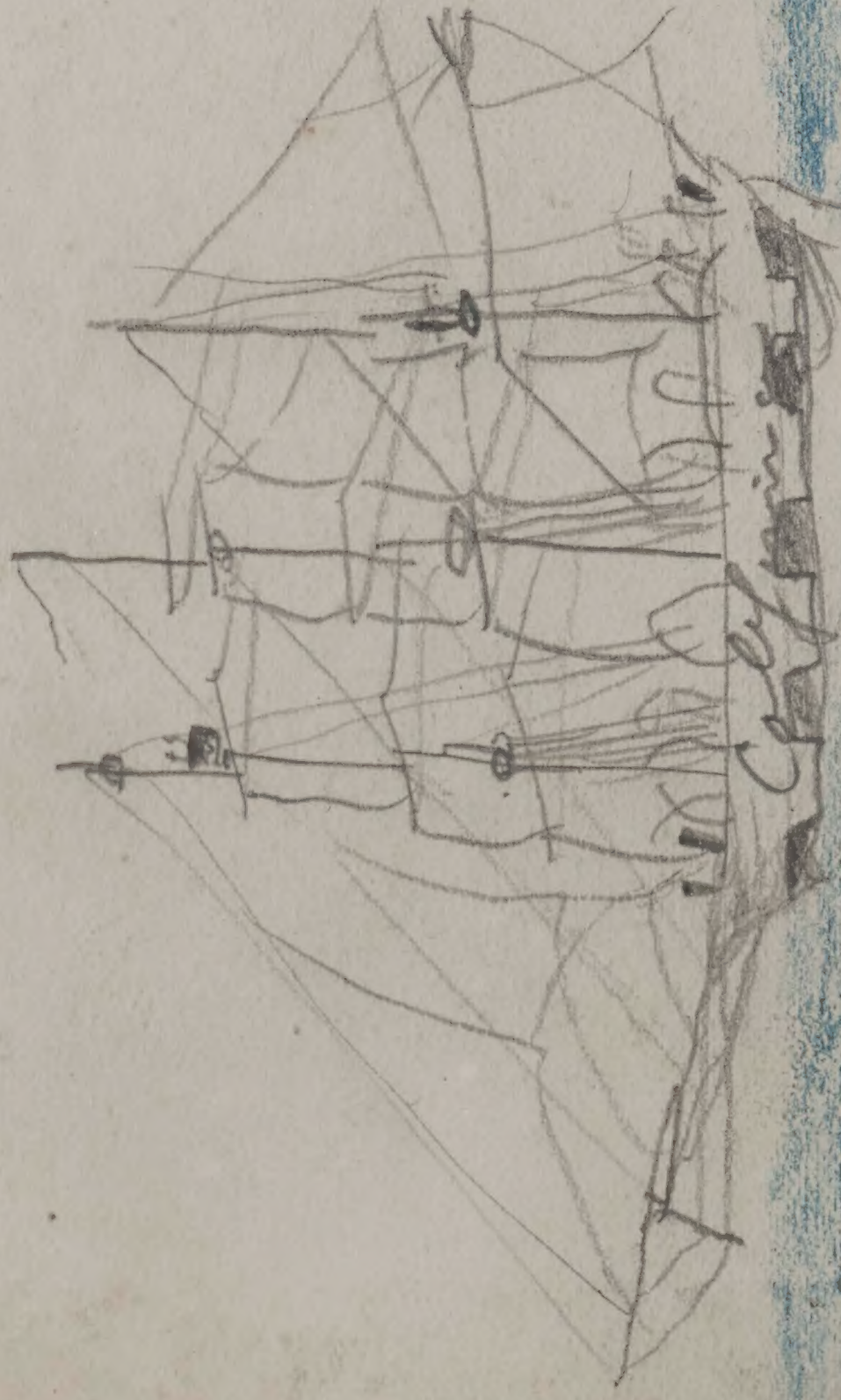


L.B.

135 = 64 lbs 13 1/2 gals

April 20<sup>th</sup> / 93

1 Boat Blown N.B.  
8 bombs -

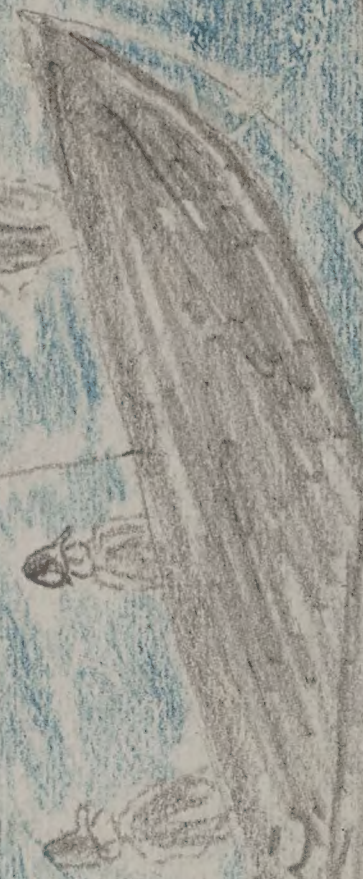
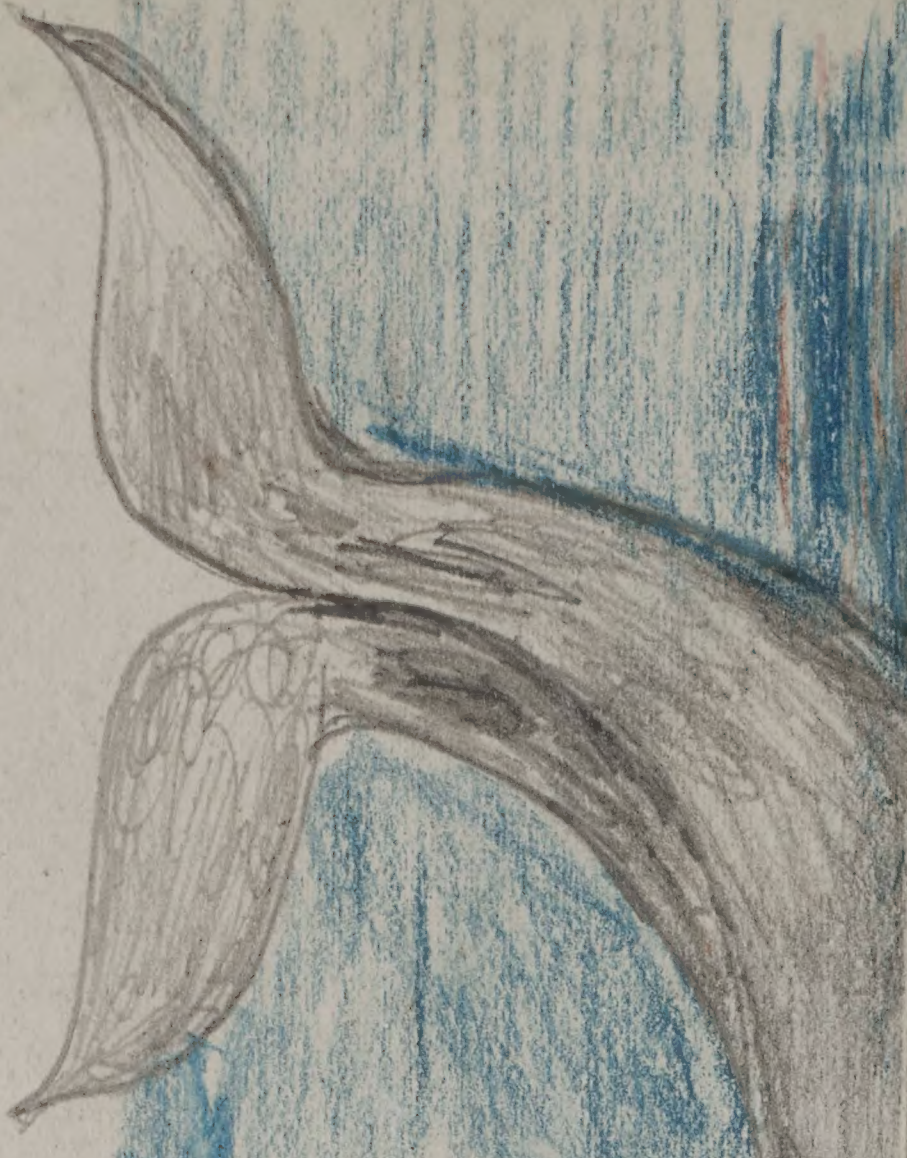


8888 88



11 11 11 11 11 11

Right of Way

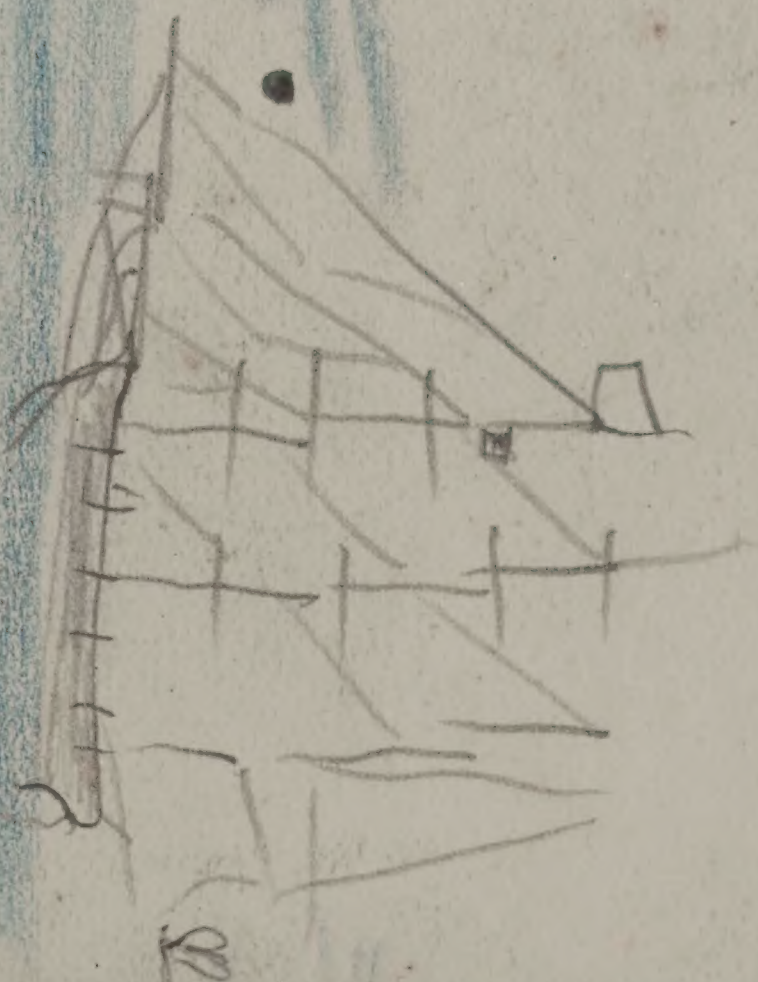
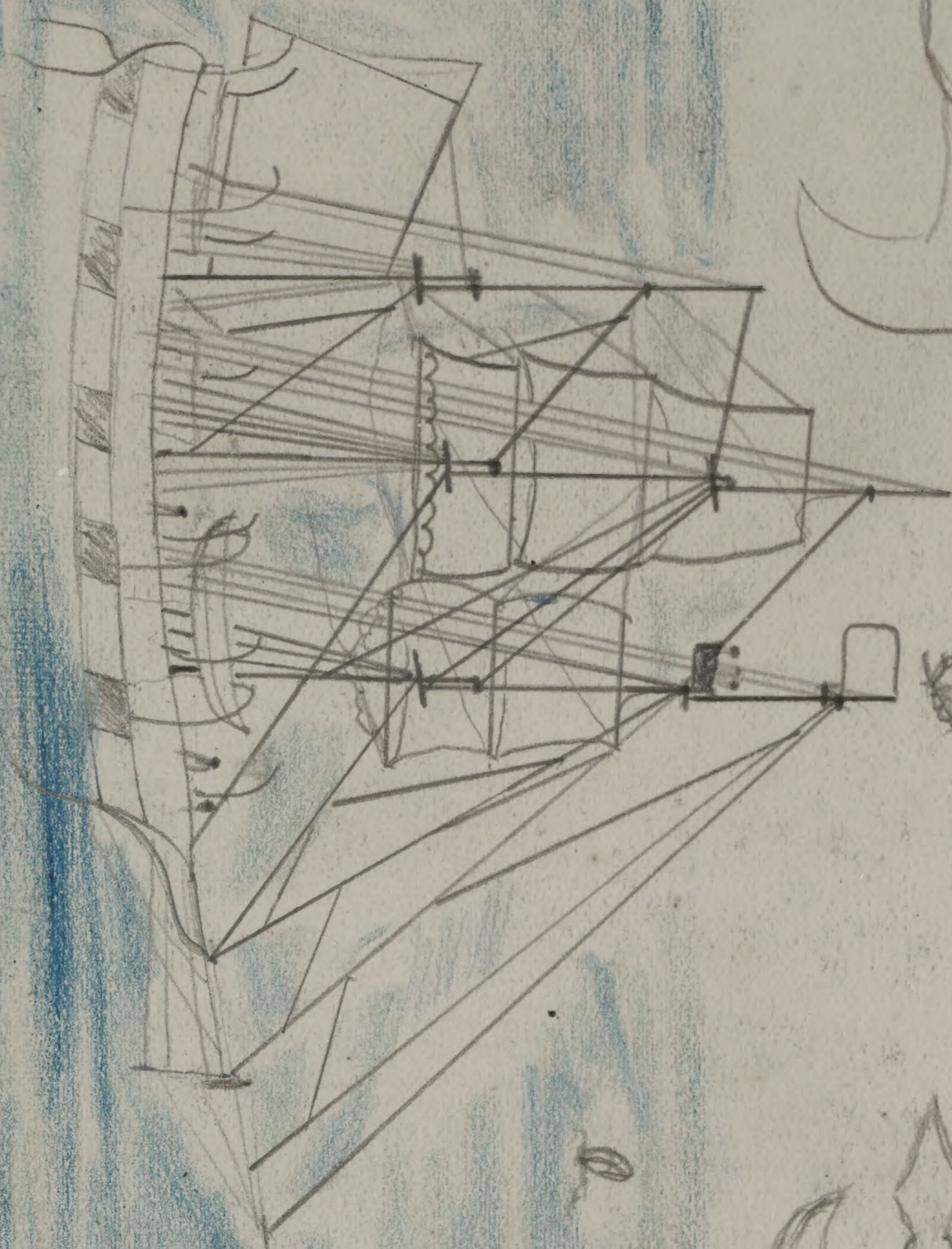
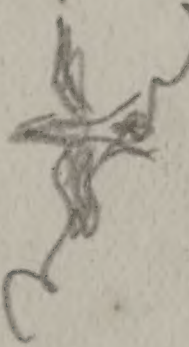




California and Alice Knowles Chasing 2, 3.  
California's Boat. Shuck 1 Boat - Reddore and  
Shore Dandel 1, Donnell Whale 2 Whale Shuck 1 Mace  
Knowles Shuck



June 8 or  
Mr. B. Store





B. California's. Crav.

A. Keller Male

Martin 2<sup>nd</sup>

Carlson 3<sup>rd</sup>

Lapels 4<sup>th</sup>

Odgen B. H.

Boat Thomas

J. Rotch

H. Raymond

A. Nockols

M. Costa Bussell

S. Gornus

J. D. & Banover Pub in B. S.

Season 1902<sup>nd</sup> 3

Joseph Master





11/3/15

California's Cruise  
Joseph

1

1 Thursday Nov 20<sup>th</sup> 1902

Came in with N.W. gale 2<sup>nd</sup> Moderate took  
Tow Towed to sea 7<sup>th</sup> 1. P.m. fine breeze came  
S.H. by S. all sail Ticked matches 37. Men all  
told 1 Man Short.

2 Friday Nov 21.

10-57-82 = 19'05- 3<sup>00</sup> P.m. 19'46'35-  
11-39 10 4'32  
11 03 11 19'13- 09538  
2-44-51 36'36 02669  
8 16 20 109'53 09405- 90 1'42  
13- 165'44 93-223 19'5-2'49 3<sup>00</sup> P.m.  
120 82-5-29-17033- 14'09-71  
4-05 19'15- = 3-01-01  
124-05 63'37 14-10

Came in with light N.W. winds course  
S.H. 3<sup>00</sup> P.m. S. all sail nothing done

3 Saturday Nov 22<sup>nd</sup>

11-12-27 = 17'06 3<sup>00</sup> P.m. 19'59'53-  
11 41 10 4'24  
11 24 08 17'16 10'04'17  
3 05 01 35'19 08833 96 1'39  
8 19 07 116'05- 02724 110 05'56  
13- 162'40 17807  
120 81-20 95391 = 3-18-56  
4-45-3/4 17'16 924735- 13'55-  
124-46 3/4 4'04 3'05-01

Came in with  
light S.E. winds heading  
S.H. all sail upon wind and weather the  
same 3<sup>00</sup> P.m. light S.E. heading same  
under all sail Cooper with fine fairs also  
H. Raymond. Took off duty with the  
shaker - 4<sup>15</sup> P.m. Wind hauled to the S.W. and  
round heading to the S.E.  
7<sup>00</sup> Calm



4 Sunday Nov 23<sup>rd</sup> 1902

$$\begin{array}{r}
 11-09-00 = 17.57 \\
 11.43 \\
 \hline
 11.30.43 \\
 3.01.10 \\
 \hline
 8.19.33 \\
 15- \\
 \hline
 120 \\
 4.45 \\
 \hline
 124-53\frac{1}{4}
 \end{array}
 \begin{array}{r}
 18.11 \\
 34.53 \\
 110.19 \\
 163.12 \\
 81.36 \\
 18.019.23.05.4 \\
 63.35
 \end{array}
 \begin{array}{r}
 08593 \\
 02790 \\
 16460 \\
 95211
 \end{array}
 = 3-14-49$$

$$\begin{array}{r}
 20-12-50 = \\
 4.16 \\
 17.06 \\
 1.36 \\
 110.18.42 \\
 13.38.58
 \end{array}
 \begin{array}{r}
 32 \\
 32 \\
 42.56 \\
 4.16 \\
 1.36 \\
 3.39
 \end{array}
 \begin{array}{r}
 478 \\
 339.0 \\
 89.48 \\
 37.33 \\
 3.5.15 \\
 20.17 \\
 34.58
 \end{array}$$

Come in with light air from the N

come & all sail middle and latterly the same

$$\begin{array}{r}
 5 Monday Nov 24<sup>th</sup> 20.35.25 = \\
 23.4 P.M. \\
 10-59-53 = 19.43 \\
 11.46 \\
 11.11.41 \\
 2.20.44 \\
 8.20.35 \\
 15- \\
 120 \\
 5-13\frac{3}{4} \\
 125-13\frac{3}{4}
 \end{array}
 \begin{array}{r}
 19.53 \\
 34.17 \\
 110.31 \\
 164.41 \\
 82.30 \\
 19.53 \\
 62.27
 \end{array}
 \begin{array}{r}
 08288 \\
 02846 \\
 125.19 \\
 94773 \\
 9.18426
 \end{array}
 = 3-04-07$$

Come in with light air from the N. hauling

to the N. under all sail come

3. 3<sup>rd</sup> light air from the N. come the same

7<sup>th</sup> 1.00. Everything the same

$$\begin{array}{r}
 6 Tuesday Nov 25<sup>th</sup> 20.27.37 \\
 4.06 \\
 20.41.37 \\
 90 \\
 110.43.07
 \end{array}
 \begin{array}{r}
 30 \\
 30 \\
 42.40 \\
 4.10 \\
 1.30 \\
 13.07.74 \\
 3.73 \\
 13.04.02
 \end{array}
 \begin{array}{r}
 744 \\
 90 \\
 3.7.20
 \end{array}$$

Come in with light N. winds come & all sail same. Sea. Horn wind and much the same. Sea white water also 4 marks. Tropic cloudy sky. 7<sup>th</sup> Everything the same



Wednesday Nov 26<sup>th</sup>

1902

7. Comes in with 20.49.26 = 29 28 776-  
 light winds 3.52 232 3880  
 Hauling to the NE 20.33.78 12.49.49  
 Comes in all sail 90 1.27 388  
 12 noon comes by E 3<sup>rd</sup> m. light air from  
 the NE. comes the same 7<sup>th</sup> The same

8 Thursday Nov 27<sup>th</sup>

Comes in with light 21.00.57 = 28 28 807-  
 NE winds comes 3.44 224 4033-  
 by E all sail 12 m. 21.04.35 12.30.49 =  
 quite strong NE. 90 1.24 403  
 winds holiday today over-  
 sky. 12.26.46 cast-

9 Friday Nov 28<sup>th</sup>

Comes in with from 21.11.53 = 27 37 838-  
 winds comes by E 3.36 216 4190  
 from comes by E 1/2 E 90 1.21 181  
 11.16.50 12.06.56 867-  
 4333-  
 Daffy everything the same

10 Saturday Nov 29<sup>th</sup>

11-06-22 25.35.10 26 26 8948  
 11.57 25.48 208 178 2125-  
 11.18.19 10 3-28 1.18 6822  
 25.2.31 25.58 04035- 11.50.27 433 4372  
 25.2.31 24.19 03117 21.35.39 24.40 Lat.  
 825.48 11.27 20067 90 3.11.18 11.45.54 24.19  
 15- 161.44 91283 111.27.17 3<sup>rd</sup> m.  
 129.15- 80.5.29-18502 Comes in with  
 8.12 25.58 3-04-17 strong NE Trade comes  
 12.6.27 3.4.54 = 1.46 by E 1/2 E under all sail  
 2.5.231 Middle and Daffy the same  
 Royal Funder -



11 Days Out - Sunday Nov 20<sup>th</sup> 1902

3<sup>00</sup> Pm

11 13-28 = 26 27	21 32 45 =	23- 23-	896-
11 5-9	3 20	8	4780
11 23-27 26 37	21 36 05	11 29 11	89 48
3 10 22 21 08	96 1 15	448	21 34
8 25 05 11 1 37	111 37 20	11 24 73	68 12
13-			46 40
120 15 11 1 41 9	3 11 47		21 32
126 16 1/4 3 3 67	3 10 22		

03024  
03167  
25307  
90278

21 771 = 3 11 47  
3 10 22

Come in with light

Trades increasing to strong N.E. Trades course S by E 1/2 E  
Middle and latter part the same Royal Juled 6<sup>th</sup> Juled  
top gallant sail strong Trades

12 Monday Dec 1<sup>st</sup>

11 20 10 = 27 00	21 42 34 =	24 24	924-
12 01	3 12	11 07 27	4620
11 33 01	24 45 46	4 62	89 28
3 00 36	90 1 12	11 02 65	21 46
8 25 25	111 46 58		68 82
13-			49 20
120 15 11 1 41 9	3 17 39		18 42
126 21 1/4 3 1 29	11 03		
	3 86 36		

02266  
03217  
29403  
89344 = 3 17 39  
78 39 24230  
3 1 29

Come in with strong  
N.E. winds course  
S by E 1/2 E all Prudent sail

126 21 1/4 from the same 3<sup>00</sup> Pm. Course S by E

2 B<sup>th</sup> Passed

13 3<sup>07</sup> Pm Tuesday Dec 2<sup>nd</sup>

11 26 52 = 26 33	21 57 38 =	28 10 44 76	957-
12 03	3 04	4 70	4755-
11 38 55	21 55 02	23 04 10 40 61	89 48
3 13 55	96 1 09	1 09	21 05-
8 25 00	111 56 11		67 33
13-			
120 15			
126 15			

01883  
03263  
32844  
89040  
27030

3 24 38  
10 40

3 13 55

Strong E.N.E. winds  
course S by E from  
Prudent sail 3<sup>00</sup> Pm. Everything the  
same 7<sup>00</sup> Pm. equally



14

Wednesday Dec 3<sup>rd</sup> 1902

3<sup>00</sup> P.m.

$\begin{array}{r} 11'17'15'' = 29'11'' \\ 12'03'' \\ \hline 11'39'20'' \\ 3'07'36'' \\ \hline 8'21'34'' \\ 12'03'' \\ \hline 12'03'' - 12'03'' = 0'' \end{array}$	$\begin{array}{r} 29'12'' \\ 14'30'' \\ \hline 11'20'03'' \\ 18'5'15'' \\ \hline 36'2'18'' \\ 48'37'' = 3-18-13 \end{array}$	$\begin{array}{r} 01406 \\ 03624 \\ 31907 \\ 87524 \\ 24461 \\ 3-18-13 \end{array}$	$\begin{array}{r} 22'10'57'' = 22'10'57'' \\ 2'56'' \\ \hline 22'03'53'' \\ 90 \\ \hline 112'04'59'' \end{array}$	$\begin{array}{r} 22'10'57'' \\ 2'56'' \\ \hline 22'03'53'' \\ 90 \\ \hline 112'04'59'' \end{array}$	$\begin{array}{r} 22'10'57'' \\ 2'56'' \\ \hline 22'03'53'' \\ 90 \\ \hline 112'04'59'' \end{array}$	$\begin{array}{r} 22'10'57'' \\ 2'56'' \\ \hline 22'03'53'' \\ 90 \\ \hline 112'04'59'' \end{array}$
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Corn in with Shong & E

3<sup>00</sup> P.m. minds course S.E. by S under

top sails for sail and fit Medder Part or in  
and weather the same 8<sup>00</sup> P.m. Shong  
E.N.E. trades course the same 8<sup>00</sup> P.m. same

15

3<sup>00</sup> P.m. Thursday Dec 4<sup>th</sup>

$\begin{array}{r} 11'11'01'' = 31'14'' \\ 12'08'' \\ \hline 11'23'09'' \\ 3'02'43'' \\ \hline 8'20'26'' \\ 12'08'' \\ \hline 12'08'' - 12'08'' = 0'' \end{array}$	$\begin{array}{r} 31'24'' \\ 12'31'' \\ \hline 11'2'13'' \\ 15'6'08'' \\ \hline 78'04'' \\ 31'24'' = 3-12-36 \end{array}$	$\begin{array}{r} 01045'' \\ 03350'' \\ 31549'' \\ 86176'' \\ 22120'' \\ 3-12-36 \end{array}$	$\begin{array}{r} 22'09'31'' = 22'09'31'' \\ 2'48'' \\ \hline 22'12'19'' \\ 90 \\ \hline 112'13'22'' \end{array}$	$\begin{array}{r} 22'09'31'' \\ 2'48'' \\ \hline 22'12'19'' \\ 90 \\ \hline 112'13'22'' \end{array}$	$\begin{array}{r} 22'09'31'' \\ 2'48'' \\ \hline 22'12'19'' \\ 90 \\ \hline 112'13'22'' \end{array}$	$\begin{array}{r} 22'09'31'' \\ 2'48'' \\ \hline 22'12'19'' \\ 90 \\ \hline 112'13'22'' \end{array}$
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Corn in with Shong

3<sup>00</sup> P.m. E.N.E. minds course

S.E. by S. under all Trident - Sail saw and  
some fine Plent flying fish round  
12<sup>00</sup> quite sea running wind and the  
Weather is the same course the same  
3<sup>00</sup> P.m. course the same  
6<sup>00</sup> many E.N.E. squalls 8<sup>00</sup> P.m. full top  
sails and fit big sea on



16 days out - Friday Dec 5<sup>th</sup> 1902

This day comes in with strong 2-17-39 20 20 1 12 4  
 E winds raining like 2 40 2-40 5 1 30  
 The seal under the hole 22 20 19 9 33 60 89 48  
 Up sails and fore sail 90 1 00 5 1 3 22 20  
 112 21 19 9 38 48 67 28  
 Middle and latter part the same heading from  
 S.E. to S. rain squalls all day

17 3<sup>rd</sup> P.M. Saturday Dec 6<sup>th</sup> 19 19 104 4

11-10-05 = 32 29 22 25 21 = 2-32 9 08 74 = 5 23 0  
 12 10 10 35 - 03 433  
 11 22 15 32 39 00 248  
 3-02-13 10 35 - 03 433  
 8 20 02 11 2 29 32 3 19  
 13- 133 43 85 1 00  
 120 77 57 215 97 = 3-11-17  
 5-1/2 33 39 9 04  
 125 1/2 45 12 3 03 13  
 with rain from E & S.E. winds  
 heading S. all sail 3<sup>rd</sup> light air  
 from the E.S.E. to E 8<sup>th</sup> P.M. the same

18 3<sup>rd</sup> P.M. Sunday Dec. 7<sup>th</sup> 18 18 106 7

11-32-58 = 28 16 22 32 36 = 2-24 8 43 36 = 5 33 35  
 12 14 10 35 - 03 433  
 11 45 12 28 26 56 6  
 3 26 41 9 14 34 70  
 8 18 32 11 2 36 40 9 21  
 15- 150 76 86 2 00  
 120 75 08 31 1 57 = 3-35-19  
 4 30 28 26 8 38  
 124 38 46 42 3 26 41  
 Begins with  
 light E.S. & E  
 from S.E. to S.  
 S.E. all sail 7<sup>th</sup> strong breeze with  
 rain squalls



19 3:07 P.m. Monday Dec 8<sup>th</sup> 1902

$$\begin{array}{r} 11'12'31'' = 32'39'' \\ 12'16'' \\ \hline 15'34'47'' \\ 3'09'14'' \\ \hline 8'15'33'' \\ 15'' \\ \hline 120'78'' \\ 3' \\ \hline 123'53'' \end{array}$$

$$\begin{array}{r} 33'7'' \\ 350'' \\ \hline 3655'' \\ 83728 \\ \hline 76'35'' \\ 33'09'' \\ \hline 112'42'' \\ 43'26'' \\ \hline 155'68'' \\ 3'17'26'' \\ \hline 158'84'' \\ 8'12'' \\ \hline 166'96'' \\ 3'09'14'' \end{array}$$

$$\begin{array}{r} 22'39'25'' \\ 2'08'' \\ \hline 22'41'33'' \\ 90'' \\ \hline 22'42'31'' \end{array}$$

$$\begin{array}{r} 16'' \\ 16'' \\ \hline 32'' \\ 2'08'' \\ \hline 8'17'48'' = 5'44'' \\ 3'44'' \\ \hline 8'12'04'' \end{array}$$

Come in with strong E winds heading S.S. E. under top sail course and jib soon pulled up for

Main sail Black fish gale at 3 P.m.  
20. Tuesday Dec 9<sup>th</sup>

Come in with rain rain and calm Middle part - same latterly under lower top sails Cyclone and rain

$$\begin{array}{r} 22'45'48'' \\ 2'00'' \\ \hline 22'47'48'' \\ 90'' \\ \hline 22'48'38'' \end{array}$$

$$\begin{array}{r} 15'' \\ 15'' \\ \hline 30'' \\ 7'51'14'' \\ 3'53'' \\ \hline 7'45'21'' \end{array}$$

$$\begin{array}{r} 112'4'' \\ 5'' \\ \hline 112'9'' \end{array}$$

3:56 P.m. Wednesday Dec 10<sup>th</sup>

$$\begin{array}{r} 11'42'04'' = 26'38'' \\ 12'21'' \\ \hline 11'54'25'' \\ 3'41'12'' \\ \hline 8'13'13'' \\ 15'' \\ \hline 120'15'' \\ 3' \\ \hline 123'18'' \end{array}$$

$$\begin{array}{r} 26'48'' \\ 6'45'' \\ \hline 33'33'' \\ 112'54'46'' \\ 176'2'' \\ \hline 288'48'' \\ 73'13'' \\ \hline 361'61'' \\ 26'48'' \\ \hline 388'09'' \\ 46'25'' \\ \hline 434'34'' \end{array}$$

$$\begin{array}{r} 22'57'43'' \\ 1'52'' \\ \hline 22'59'35'' \\ 90'' \\ \hline 22'54'45'' \end{array}$$

$$\begin{array}{r} 17'' \\ 17'' \\ \hline 34'' \\ 7'24'36'' \\ 3'62'' \\ \hline 7'18'74'' \end{array}$$

Come in with d.m. rain squalls - under top sails - some

timbering string in net - lower top sail rain squalls - Middle the same latterly heavy rain squalls & rain at 9 P.m. with heavy wind



22. 2:36 PM Thursday Dec 11<sup>th</sup> 1992

$$\begin{array}{r}
 10.59.57 = 35.53 \\
 19.23 \\
 \hline
 11.72.14 \quad 36.05 \\
 2.58.46 \quad 11.34.0 \\
 \hline
 8.13.28 \quad 15.3.16 \quad 33.6.75 \\
 120.13 \quad 77.88 \quad 190.94 \\
 3 \quad 36.05 = 3.65.37 \\
 41.33 \quad 2.58.46
 \end{array}$$

$$\begin{array}{r}
 22.57.12 = \\
 1.44 \\
 \hline
 22.58.56 \\
 90 \quad 39 \\
 \hline
 113.59.35
 \end{array}$$

$$\begin{array}{r}
 13 \quad 13 \\
 \hline
 10.4 \quad 39 \\
 1.44 \\
 \hline
 6.57.13 \\
 3.70 \\
 \hline
 1.31.43
 \end{array}$$

123-22 Begin with rain  
squally S.E. to S.W.  
winds heading to the S. Middle Port the  
same 3<sup>rd</sup> rain squally all day  
lately fine weather heading for S.W. & S.W.  
23 Friday Dec 12<sup>th</sup>

$$\begin{array}{r}
 23.02.13 = \\
 1.36 \\
 \hline
 23.03.49 \\
 90 \quad 36 \\
 \hline
 113.04.15
 \end{array}$$

$$\begin{array}{r}
 12 \quad 12 \\
 \hline
 10.4 \quad 36 \\
 1.36 \\
 \hline
 6.29.57 = \\
 3.78 \\
 \hline
 1.23.79
 \end{array}$$

24 Saturday Dec 13<sup>th</sup>  
Came in with light  
rainy S.E. winds  
Heading to the S.W.  
At all sail at  
Times Middle  
Port clear lat = 5.35 = 3<sup>rd</sup> PM =  
rainy and squally 7<sup>th</sup> PM =  
Thunder and lightning

$$\begin{array}{r}
 23.06.47 = \\
 1.28 \\
 \hline
 23.08.05 \\
 90 \quad 33 \\
 \hline
 113.08.38
 \end{array}$$

$$\begin{array}{r}
 11 \\
 \hline
 10.4 \quad 36 \\
 1.28 \\
 \hline
 6.01.64 \\
 3.85 \\
 \hline
 5.33.79
 \end{array}$$

25 Sunday Dec 14<sup>th</sup>  
Came in with light  
rainy S.E. winds  
Heading to the S.W.  
At all sail at  
Times Middle  
Port clear lat = 5.35 = 3<sup>rd</sup> PM =  
rainy and squally 7<sup>th</sup> PM =  
Thunder and lightning



25 3<sup>00</sup> Pm. Sunday Dec 14 1902

$$\begin{array}{r}
 11'09'04 = 36'18 \\
 12'30 \quad 10 \\
 \hline
 11'31'34 \quad 36'28 \\
 3'02'48 \quad 423 \quad 126 \\
 \hline
 8'18'46 \quad 113'13 \quad 38'154 \\
 10- \quad 16'403 \quad 81299 \\
 \hline
 120'30 \quad 77'01 \quad 20246 = 3'08'10 \\
 4'11 \frac{1}{2} \quad 36'28 \quad 5-27 \\
 \hline
 124'41 \frac{1}{2} \quad 40'33 \quad 3'02'48
 \end{array}$$

$$\begin{array}{r}
 23'10'53 = \frac{10}{8} \quad 11845- \\
 1'20 \quad 1.20 \\
 \hline
 23'12'13 \quad 5'33'38 \\
 4'0 \quad 30 \quad 5'931 \\
 \hline
 113'12'43 \quad 3'27'46
 \end{array}$$

corn in milk  
 3'02'48 squally rainy S.E.  
 7<sup>00</sup> S.E. trades heading to the S.W. all pointed  
 sail 3<sup>00</sup> Pm light trade plenty of fish round  
 Everything the same

Monday Dec 15<sup>th</sup>

26 Day steam

$$\begin{array}{r}
 11'11'34 = 38'00 \quad 3^{\text{00}} \text{ Pm. } 23'17'32 = \frac{8}{10} \quad 5'07'50 = 1196 \\
 12'33 \quad 10 \quad 1.07 \\
 \hline
 11'23'06 \quad 38'10 \quad 44 \quad 23'15'30 \\
 12'35'43 \quad 234 \quad 36'8 \frac{1}{2} \quad 29 \quad 16'00 \\
 \hline
 8'24'13 \quad 113'16 \quad 35'209 \quad 113 \quad 16'00 \\
 15- \quad 13'400 \quad 79731 \quad 3-04'42 \\
 \hline
 120-3 \frac{1}{4} \quad 77'00 \quad 18668 \quad 2'59'43 \\
 126-3 \frac{1}{4} \quad 38'10 \quad 38'50
 \end{array}$$

corn in milk strong  
 S.E. by S. trades heading  
 S.W. by S.E. all pointed  
 sail 3<sup>00</sup> Pm Everything the same  
 27 Day steam

Tuesday Dec 16<sup>th</sup>

$$\begin{array}{r}
 11'32'49 = 35'20 = \\
 12'34 \quad 10 \\
 \hline
 11'45'23 \quad 33'30 \quad 37'05- \\
 3'16'37 \quad 113'19 \quad 4'17'22 \\
 \hline
 8'28'46 \quad 149'43 \quad 80213 \\
 15- \quad 74'51 \quad 23'6'40 \\
 \hline
 127-11 \frac{1}{2} \quad 35'30 = 3'21'07 \\
 127-11 \quad 39'31 \quad 3'76'37
 \end{array}$$

$$\begin{array}{r}
 23'17'42 = 43'75- \\
 1'20 \quad 1.20 \\
 \hline
 23'18'38 \quad 4'20'43 \\
 9'0 \quad 21 \\
 \hline
 113'18'39
 \end{array}$$

corn in milk strong S.E. by E  
 winds came by N all  
 President sail - from

wind and weather the same E.C. the  
 same plenty of fish round

It is a fine day



38- 3<sup>05</sup> Pm. Wednesday Dec 17<sup>th</sup> 1902

11-24-55-38-35- Sat 16-5. 23-20-25-  $\frac{6}{18} = 4-06-85- 1217$   
 $\frac{12}{36} = 4-06-77- 6085$   
 11-37-31- 16 3716  
 3-02-05- 66-38 77963  
 3-35-24- 105-59 38662  
 $\frac{15}{128-45-12} = 3-07-05- 5-10$   
 $\frac{128-45-12}{13-54} = 3-02-05-$   
 course S by E all pendant sail  
 Noon light winds 3<sup>05</sup> Pm.

Everything the same  
 with rain squalls 11-24-55-38-23 7<sup>05</sup> Pm. min  
 covered the S by E breeze  
 Equator this  
 for noon  
 on 128-45-12  
 South of the line 127-48- Boomed South.  
 $\frac{128-45-12}{13-54} = 3-06-79$   
 $\frac{127-48-}{13-54} = 3-10-20$   
 $\frac{1226}{5} = 613.0$

29- 3<sup>05</sup> Pm Thursday Dec 18<sup>th</sup> 1902  
 11-20-33- 40-38  
 $\frac{12}{36} = 4-06-85- 1217$   
 $\frac{12}{36} = 4-06-77- 6085$   
 11-33-11- 40-45  
 3-00-17- 66-36 76431  
 3-32-34- 108-56 38113  
 $\frac{15}{120-13-12} = 3-03-48$   
 $\frac{120-13-12}{13-54} = 3-00-17$   
 This day comes in  
 with light S by E winds  
 of Fish Yarn Everything the same  
 course the same 3<sup>05</sup> Pm same



30-3<sup>02</sup> Pm Friday Dec 19<sup>th</sup> 1902

11'20'19 = 42'10	23'24'26 = 3-08-00	1233
12'41	27	616
11'33'00	23'24'58	6165
2'56'39	90	
66'35	66'33'01	
8'34'21	2-5-5-40	
112'00	3'01	
3'6'10	2'56'39	
129-5/4		
164'17		

Course in with light-S.E. W. E. winds  
course by track  
prudent sail

Yoon wind and weather the same 3<sup>02</sup> Pm  
Everything the same plenty of fish 7<sup>00</sup> the same

31. Days Out: 30<sup>01</sup> Pm Saturday Dec 20<sup>th</sup>

11'25'30 = 43'04	23'25'45	3'3	1238
12'48	27	37'18	7434
11'38'13	23'26'12	2'38'31	
2'57'19	18	743	
66'34	23'26'30	2'30'98	
8'40'34	90		
113'25'43	66'33'30		
57'42'9			
164'92			
43'14			
14'28			
2'57'19			

all sail Yoon wind and weather

The same mixture of fish same 7<sup>00</sup> the same

32 Days Out: Sunday Dec 21<sup>st</sup>

11-32:47 = 43'37	23'26'35 = 2-08-50	1244	
12'45	27	746	
11'45'33	23'26'53	2'01'07	7464
3'50'07	90		
66'33	66'33'01		
8'45'35			
118'22'9			
173'40			
39'11			
43'47			
15'24			

Course in with light-S.E. W. E. winds course  
by track all sail Yoon  
The same 3<sup>02</sup> Pm.

Everything the same  
6<sup>00</sup> saw whale turn  
Fluke and Fin did not see him again



906

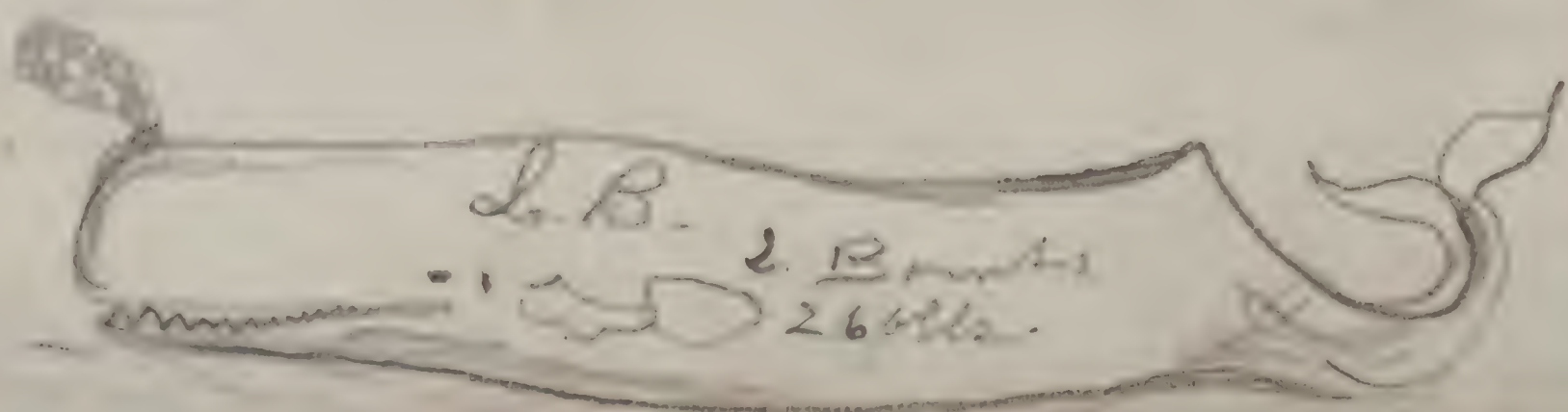
Monday Dec 22<sup>nd</sup>

1942

$11-43-01 = 78.47$   
 $13.47$   
 $11-43-48$   
 $3-02-28$   
 $5-53-25$   
 $12-$   
 $20-15-14$   
 $13-16-14$   
 $133-21-14$   
 $43.13-7$   
 $9.25-$   
 $66.33$   
 $119.38-$   
 $39.37$   
 $48.34$   
 $16.00$   
 $10$   
 $3.589$   
 $3.144$   
 $699.63$   
 $440.34$   
 $183.30$   
 $= 3-03-34$   
 $1.31$   
 $3-02-23$   
 $28-16-57$   
 $90-10-10$   
 $66-33-03$   
 $1-38-58$   
 $7-48$   
 $1-31-10$   
 Corn in milk 1247  
 quile strong & 7482  
 winds course S.E.  
 under all sail that  
 will draw more better than lazies. 7<sup>th</sup> course  
 H.S. all sail

Tuesday Dec 23<sup>rd</sup>

34.  
 11-14-81 = 31.27  
 12.49  
 1137.20 51.37  
 224.22 66.33  
 557.38 127.32  
 15 63.38 9.01634  
 120 15 31.37 = 2.30.23  
 14 14 1/2 12.21 1.01  
 134-29 2.29 2.2. L. B. stuck foul. Line  
 with L. B. cut & hals went quick to the  
 ground & saved one. Whale used 2 boats and  
 lost to game 2<sup>nd</sup> P.m. Cause 1/2 S. under easy  
 sail cutting up the bar. and junk all on  
 deck. small school. only saw one large in  
 them 3<sup>rd</sup> P.m. Hot and light 7 E. rounds Boiling  
 7<sup>th</sup> comm 1/2 S. all prudent sail





35 days out - Wednesday Dec 24<sup>th</sup>

1902

$$11'47'26'' = 46'02''$$

3<sup>33</sup> P.M.

$$23'26'15'' =$$

$$\frac{3}{2} \frac{2}{2}$$

$$\begin{array}{r} 1249 \\ 7494 \end{array}$$

$$12'52''$$

$$13'00'18''$$

$$3'53'-04''$$

$$9'03'-14''$$

$$133'-13'-\frac{1}{2}$$

$$134'-18''$$

$$13'-04''$$

$$46'12''$$

$$2-3-3-33-$$

$$2'55'-04''$$

$$46'12''$$

$$2-3-3-33-$$

$$2'55'-04''$$

$$46'12''$$

$$2-3-3-33-$$

$$2'55'-04''$$

$$46'12''$$

$$2-3-3-33-$$

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$$46'12''$$

$$2-3-3-33-$$

$$36'34''$$

$$68'19''$$

$$419'54''$$

$$61'16''$$

$$91'43'-16''$$

$$66'34'-09''$$

$$66'34'-09''$$

$$66'34'-09''$$

$$66'34'-09''$$

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36 days out - Thursday Dec 25<sup>th</sup>



43

Thursday Jan 1<sup>st</sup> In Port: 1903

44

Friday Jan 2<sup>nd</sup>

22-59-55-  
1-48  
22-58-07  
90-10-10  
67 01 53

12  
108  
1-48

1192  
8379

3-46-40  
8'37  
3-38-03

308 P.M.

11-31-34-  
13-11  
1-44-55  
2-27-53  
9 16 40

5-8-10-  
10  
53-10  
9-56  
67-03  
130-08

656  
35-87  
62486  
31430

44-20  
7-20

12-36-45-  
13-11  
12-49-56  
3-33-08  
9 16 48

38-13  
10  
38-23  
9-56  
67-03  
113-21

656  
735-87  
72823  
51483

9-38949  
3-29-20  
3-38  
3 33 08

12-06-48-  
23-18  
5-3-14  
10

11-43-29  
2-26-52  
9 16 37

53-24  
9-56  
67-43  
130-23

656  
35-87  
62296  
31008  
97547

13-12-  
139-12  
11-44-45-  
9 40

11-38-45-  
2-20-39  
115-06

11-44-45-  
720  
11-37-25-23  
2-20-39  
9 1 46

139-9  
11-44-45-  
720  
11-37-25-23  
2-20-39  
9 1 46

Saturday Jan 3<sup>rd</sup> In Port: 1903

46

Sunday

47

Monday

48

Tuesday

49

Wednesday

50

Thursday

51

Friday

52

Saturday

Plenty of mail - no.

Rain - Ship inside

3 holidays

2 men absent



5-3 Sunday Jan 11<sup>th</sup> 1908

Cook and S. Bug gone

Bany Santos

W. Lane and L. L. Baker gone  
John Hunt

21.56 33 =

3.27

22.00 00

22.01 00

9.00 00

67.59 00

1908

33

23

22.01

3.27

7.44.47

6.01

7.38.47

1000  
6.030

5-4 Monday Jan 12<sup>th</sup>

Come in with calm. Noon took anchor proceeded down  
J. Pengalena cook. Stagger by W. Lane L. L. Baker  
Bany Santos J. Hunt. Busted C. K. M. sailed same  
time 5:00 P.M. heading N by N. in the wind land  
to the E + N. E. all sail set - 6<sup>th</sup> P.M. the wind rain  
filled light sails course N. N. W.

5-5 Tuesday Jan 13<sup>th</sup>

Come in with wind

N. gale course N. N. W.

Noon under leave

7<sup>th</sup> min 10<sup>th</sup> sail and

stay sails N. E. of a sea running from the N.

Remained looking for a gale

6<sup>th</sup> P.M. pulled lower Main and

stay sail 9<sup>th</sup> shipped sea came

Water closed - forward and some

parts of B. and marks. Everything on deck

Heavy gale washed away

San Francisco Busted

Gale Hell of a looking

Typhoon M. sea.

33 25

21.37.40

3.43

21.41.38

1.15

21.52.38

90.00.00

68.17.30

22.28

3.45

8.31.58

3.73

8.28.80

954  
6.030



Gale

56 Wednesday Jan 14<sup>th</sup> 1903

Come in with E. gale 3<sup>rd</sup> A.M.  
Lost T. B. B. & Bories and 11 B. in  
thick and rainy. 10<sup>th</sup> A.M. Come  
away Mizzen stay sail shut. Port  
sail any way. Latterly Port  
looks bad. That we put on Bar. running

57 Thursday Jan 15<sup>th</sup>

Come in with E. gale 21.12.06 = 27 27  
Leading to the N. squally 21.09 4.03 6.15 1.21 902  
thick and rainy 1.21 9.16.11 = 548 2  
under Mizzen stay - 21.52.30 9.10.30  
sail this day will 68.37.30

Pass for a gale all day sea regular 7<sup>th</sup> at low  
water and stay sail

58 2<sup>nd</sup> P.M. Friday Jan 16<sup>th</sup>

12.25.57 = 44.30 21.06.12 = 28 28  
13.32 10 4.12 6.15 1.24 873-  
12.39.36 44.48 3843 9.37.43  
3.14.15 11.00 4.66779 5.23  
68.48 48037 9.32.18  
9.25.21 12.4.33 9.18697  
13 62.16 = 3.04.43  
135.15 44.40 9.32  
6.3.14 17.36 3.14.15  
141.20.77

come in with N. N. W.

gale clear over head at

times then squally for and mainly sail set. Middle  
port wind and weather the same 8<sup>th</sup> P.M. drifted  
100 miles to the S. Had gale B. under the gun. Some  
port of sail windless B. for every thing movable  
washed away.



39 Days out -

Saturday Jan 17<sup>th</sup>

1908

$$12-17-14 = 47 \frac{13}{10}$$

$$\begin{array}{r} 13 \cdot 44 \\ 12 \cdot 30 \cdot 58 \\ 3-03-48 \\ \hline 9 \cdot 27 \cdot 10 \end{array} \quad \begin{array}{r} 47 \cdot 23 \\ 11 \cdot 40 \\ 68 \cdot 59 \\ \hline 128 \cdot 02 \end{array}$$

$$\begin{array}{r} 907 \\ 2990 \\ 641 \cdot 58 \\ 43 \cdot 674 \end{array}$$

$$\begin{array}{r} 13 \cdot 44 \\ 13 \cdot 44 \\ 13 \cdot 44 \\ \hline 13 \cdot 44 \end{array}$$

$$141 \cdot 47 \frac{1}{2}$$

$$\begin{array}{r} 137 \cdot 29 \\ 64 \cdot 01 \\ 47 \cdot 23 \\ \hline 16 \cdot 38 \end{array}$$

$$141 \cdot 47 \frac{1}{2}$$

$$3 \cdot 03 \cdot 48$$

$$20 \cdot 37 \cdot 57$$

$$\begin{array}{r} 20 \cdot 37 \cdot 57 \\ 1 \cdot 27 \\ \hline 21 \cdot 01 \cdot 42 \end{array}$$

$$20 \cdot 37 \cdot 57$$

$$20 \cdot 37 \cdot 57$$

$$\begin{array}{r} 27 \cdot 27 \\ 27 \cdot 27 \\ \hline 27 \cdot 27 \end{array}$$

$$\begin{array}{r} 9 \cdot 88 \cdot 08 \\ 5 \cdot 09 \\ \hline 9 \cdot 53 \cdot 00 \end{array}$$

$$9 \cdot 53 \cdot 00$$

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$$9 \cdot 53 \cdot 00$$

Sunday Jan 19

$$12 \cdot 28 \cdot 20 = 45 \cdot 52$$

$$\begin{array}{r} 13 \cdot 76 \\ 12 \cdot 37 \cdot 06 \\ 3-10-02 \\ \hline 9 \cdot 27 \cdot 04 \end{array}$$

$$\begin{array}{r} 13 \cdot 76 \\ 13 \cdot 76 \\ 13 \cdot 76 \\ \hline 13 \cdot 76 \end{array}$$

$$141 \cdot 46$$

$$\begin{array}{r} 912 \\ 2932 \\ 446 \cdot 5029 \\ \hline 126 \cdot 85-447613 \end{array}$$

$$126 \cdot 85-447613$$

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$$126 \cdot 85-447613$$

$$20 \cdot 49 \cdot 12$$

$$\begin{array}{r} 20 \cdot 49 \cdot 12 \\ 1 \cdot 30 \\ \hline 21 \cdot 19 \cdot 12 \end{array}$$

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$$\begin{array}{r} 20 \\ 20 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 10 \cdot 18 \cdot 07 \\ 491 \\ \hline 10 \cdot 13 \cdot 16 \end{array}$$

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all under sail from the 1st 3<sup>rd</sup> P.M. quite smooth 1/2 N. winds heading the same sail very warm 1<sup>st</sup> P.M. Everything the same



Monday Jan 19<sup>th</sup> 1903

12-25-19 = 45-42	973	20-31-07 = 4-39	31	31
13-49	10	4-39	4-39	1-33
12-39-08	45-52	20-35-46	10-37-36	7-59
3-11-40	69-23	1-33	4-73	4-73-4
9-27-28	127-20	30-37-19	10-32-63	
13-45	63-40	90-22-41		
13-45	45-52	3-01-07		
14-52	17-48	16-33		
	3-11-40			

Course in north light  
 20-31-07  
 4-39  
 20-26-38  
 1-31  
 30-37-59  
 90-22-41  
 69-32-01  
 2-58-58  
 10-33  
 3-09-128

45-52	946	20-31-07	31	31
11-55	2832	4-39	4-39	1-31
69-33	64724	20-26-38	89-48	
12-39-08	127-19	1-31	20-26	
3-09-28	68-39	30-37-59	69-22	
9-29-70	45-52	69-32-01	81-24	
13-45	17-49	2-58-58	12-02	
		10-33		
		3-09-128		

Tuesday Jan 20<sup>th</sup> 1903

11-39-29 = 5-2-19	917	20-18-58 = 5-20	320	32
13-51	2913	5-20	69-20	7-31
13-11-30	11-44	20-73-18	10-35-95	7-60
2-43-16	69-45	1-36	5-32	5-20
9-28-09	133-28	20-74-37	10-30-68	
13-45	66-44	90-22-41	917	
1-2-1/4	32-29 = 2-32-09	69-45-06	2913	
14-2-42	14-15	12-35-47	5-20	
	10-51	28-49	10-30-68	
	2-43-00	5-20	39-367	
		12-11-58	10-30-68	
		2-43-51	2-32-46	
		9-28-07	10-51	
		13-45	2-43-37	
		1-35		
		7-1-1/4		
		14-20		
		142-13/4		

Course in north light  
 20-18-58  
 5-20  
 20-73-18  
 1-36  
 20-74-37  
 90-22-41  
 69-45-06  
 12-35-47  
 28-49  
 5-20  
 12-11-58  
 2-43-51  
 9-28-07  
 13-45  
 1-35  
 7-1-1/4  
 14-20  
 142-13/4



63

Wednesday Jan 21<sup>st</sup>

2:41 - Arr.

1908

$12-11-38 = 49'46''$   
 $13-33-18$   
 $12-33-31$   
 $12-34-01$   
 $9-31-30$   
 $13-$   
 $134-45-1/2$   
 $7-1/2$   
 $142-52-1/2$   
 $49'56''$   
 $11-16$   
 $69'58''$   
 $131-104-48098$   
 $65-38$   
 $49-56$   
 $13-39$   
 $242-52$   
 $11-09$   
 $253-401$

$20-05-46 =$   
 $5-30$   
 $20-00-16$   
 $1-39$   
 $20-01-55$   
 $90-00-00$   
 $69-58-03$

$61330$   
 $1-30$   
 $33$   
 $61330$   
 $1-39$   
 $11-13-80$   
 $511$   
 $11-08-69$

comes in with light-SE  
 winds come 7th all sail that will draw  
 down took huge from the E course 7th.  
 8<sup>th</sup> Everything the same / huge from the E course

64 Sunday Thursday Jan 22<sup>nd</sup>

$12-34-28 = 45-04$   
 $13-53-10$   
 $12-48-33$   
 $3-13-41$   
 $9-34-42$   
 $13-$   
 $135-30-1/2$   
 $143-40-1/2$   
 $45-14$   
 $75-7$   
 $10-40$   
 $70-11$   
 $126-05917592$   
 $63-02$   
 $45-11$   
 $11-26$   
 $3-02-15$   
 $11-26$   
 $3-13-41$

$19-32-31 =$   
 $5-40$   
 $19-46-31$   
 $1-42$   
 $19-48-33$   
 $90-00-00$   
 $70-11-27$

$376$   
 $37$   
 $693$   
 $4893$   
 $11-30-28$   
 $4-57$   
 $11-26-03$

comes in with moderate  
 E winds hauling to 7th E  
 course 7th. Everything at: noon wind and weather  
 the same 8<sup>th</sup> kind from the 7th E course 7th. coming  
 sail all, small wind laid off with 7th  
 1 man off duty got hurt in lat-gale on 7th  
 clock 2 Repair very warm and light winds  
 7<sup>th</sup> heading 7th with light E winds  
 comes 7th



65 *Long Cut* Friday Jan 23<sup>rd</sup> 1903

12 229° 10' - 44° 47'  
 18° 57' 10  
 12 229° 02' 46° 57' 604  
 3 88° 16' 983 2595  
 7 37° 51' 7025 4650 29  
 13 126° 34' 45334  
 68° 27' 13335  
 46° 57' = 25383  
 1630 1173  
 3° 05' 16

19° 38' 57" =  
 5° 40'  
 19° 33' 14"  
 1° 42'  
 19° 34' 56"  
 90° 00' 00"  
 70° 23' 54"

34  
 10  
 34  
 3  
 60340 61102  
 5-40 1-42

11° 47' 30" = 667  
 4° 66' 4669  
 11° 42' 67

comes in with

7th noon 7 E winds come the same 8<sup>th</sup> 10<sup>th</sup>  
 all sail wind the same 7 breeze the same 9<sup>th</sup>

66 *Long Cut*

Saturday Jan 24<sup>th</sup> 1903

12° 38' 02" = 45° 36'  
 14° 10' 10  
 12° 53' 22' 46° 57' 409  
 3 88° 22' 756 1166970  
 7 43° 40' 7039 1144992  
 13 124° 16' 914896  
 62° 08' 256-23  
 45° 46' 11 39  
 1622 389 22

19° 24' 53" =  
 5° 56'  
 19° 19' 05"  
 1° 45'  
 19° 20' 40"  
 90° 00' 00"  
 70° 39' 20"

36  
 10  
 33  
 3  
 60360 61102  
 5-40 1-42

12° 02' 92  
 440 4441  
 11° 58' 52

comes in with

Strong E Trades course

7th all sail noon wind and  
 weather the same 8<sup>th</sup> Everything the same 9<sup>th</sup> the same

67. 25<sup>th</sup> Jan

Sunday Jan 25<sup>th</sup> 1903

12° 39' 33" = 46° 33'  
 15° 03' 10  
 12° 33' 33' 46° 57' 2459  
 3 11° 24' 5424 71110  
 9 52° 11' 7034 11440  
 13 123° 19' 11440  
 61° 39' 249-20  
 12-14  
 14912 3/4 46 1/3 38134  
 14° 36'

19° 10' 30" =  
 4° 50'  
 19° 04' 35"  
 1° 45'  
 19° 06' 23"  
 90° 00' 00"  
 70° 33' 57"

36  
 10  
 36  
 3  
 60360 61102  
 5-40 1-42

12° 17' 76  
 422  
 12° 13' 34

comes in with Strong E Trades

course 7th 8<sup>th</sup> A.M. course 7th 8<sup>th</sup>

all sail squally noon the same 3<sup>rd</sup> same Breeze  
 7<sup>th</sup> P.M. course 7th 8<sup>th</sup> all sail



68 Days Out. Monday Jan 26<sup>th</sup>

1903

12<sup>55</sup> 2<sup>31</sup> = 4<sup>5</sup> 18  
 14<sup>04</sup>  
 13<sup>06</sup> 35 - 4<sup>5</sup> 28  
 2<sup>05</sup> 37  
 71<sup>08</sup> 4<sup>5</sup> 690 33  
 10<sup>00</sup> 38  
 121<sup>16</sup> 40 417 64  
 60 359 1133 65  
 150<sup>14</sup> 1/2 = 2<sup>5</sup> 3<sup>19</sup>  
 13<sup>56</sup> 12<sup>28</sup>

18<sup>55</sup> 54 = 10<sup>37</sup> 54  
 6<sup>10</sup>  
 18<sup>49</sup> 54  
 1<sup>51</sup>  
 18<sup>31</sup> 35  
 90<sup>10</sup> 50  
 71<sup>08</sup> 33  
 12<sup>31</sup> 82 = 3<sup>70</sup>  
 3<sup>99</sup> 3<sup>90</sup>  
 12<sup>37</sup> 53  
 Begins

Course N. N. W. all sail Middle part the  
 some latitude everything the same 7<sup>th</sup> course May 14  
 69+

Tuesday Jan 27<sup>th</sup>

Course in with squally  
 18<sup>40</sup> 52 =  
 6<sup>30</sup>  
 18<sup>34</sup> 30  
 1<sup>54</sup>  
 18<sup>36</sup> 24  
 90<sup>10</sup> 50  
 71<sup>23</sup> 34  
 18<sup>25</sup> 29  
 6<sup>30</sup>  
 18<sup>18</sup> 39  
 1<sup>57</sup>  
 18<sup>30</sup> 56  
 90<sup>10</sup> 50  
 71<sup>39</sup> 04

38<sup>10</sup> 38  
 38<sup>00</sup> 11<sup>14</sup>  
 6<sup>20</sup> 1<sup>54</sup>  
 12<sup>45</sup> 08  
 3<sup>75</sup>  
 12<sup>41</sup> 33  
 39<sup>00</sup> 39  
 39<sup>00</sup> 11<sup>17</sup>  
 6<sup>20</sup> 1<sup>54</sup>  
 12<sup>37</sup> 54  
 3<sup>52</sup>  
 12<sup>54</sup> 02

to Longport. Wednesday Jan 28

Course in with  
 heavy rain and  
 winds backing W N W  
 to the N. course  
 course fit to Horn  
 making the same  
 as from the E course  
 down to St. Sebastian  
 W F. Ineson



71 days Out - Thursday Jan 29<sup>th</sup> 1909

231<sup>st</sup> P.M.

13-40-31 = 3-1-47	10	
14-11	10	
13-57-42	31-57	76
2-36-29	3-23	22-10
16-18-13	71-53	4-64775-
13-	127-75	4-305-82
130-34 1/2	68-37	8-97633
4-33 1/2	51-57	2-23-23
15-4-33 1/4	11-40	13-66

18-09-47	40	40
6-40	40	
18-63-07	6-40	13-19-20
2-00		3-28
18-05-07		46
90-00-00		13-05-92328
77-34-53		

corn in with light -  
2-36-29 air from the S having

to the N. then N.E. then E course N.W. all sail  
squares 20 mends at 3<sup>rd</sup> 7<sup>th</sup> P.M. Day from E 1/2 E  
72 days Out -

Friday Jan 30<sup>th</sup>

232<sup>nd</sup> P.M.

1-14-57 = 45-12		
12-14-13	10	
13-39-04	45-22	63
3-04-22	3-03-	2130
18-33-02	72-11	4-69479
13-	130-38	4-70683
130-10 1/2	60-19	9-12334
6-15 1/2	45-23	2-51-03
15-6-15 1/2	14-47	13-17

17-33-54 =	40	40
6-40	40	
17-47-14	6-40	13-20-03
2-00		3-02
17-49-14		3-045-
90-00-00		
72-10-46		

corn in with light E 1/2 E mends  
3-04-20 corn N.W. all sail

W. idler and latterly barometer

73 days Out - Saturday Jan 31<sup>st</sup>

41	40
41	40
6-50	2807

corn in with light - E 1/2 E mends

rainy and squally then calm

and cloudy S. breeze from

the N.E. course N.W. all

also went at dark

17-37-24	41	
6-50	41	
17-30-34	6-50	13-30-03
2-03		2-50
17-32-37		13-37-23
90-00-00		
72-27-23		



74. Days Sunday Feb 1<sup>st</sup>

1903

1-18432 = 46'37-  
 17'17  
 13'33'09  
 23716  
 1185'53  
 150 45  
 8'14 1/4  
 158-39 1/4  
 47'07  
 72'44  
 122'67  
 61'03  
 47'07  
 13'56

17'20'44 =  
 7'10  
 17'13'44  
 2'04  
 17'15'50  
 9/8 10 10  
 72'44'16

476 42 366  
 401520 1126  
 7-05 2-09 23'62  
 13'39'20  
 2'36  
 13'36'44

Comes in with strong S.W. & trades  
 comes with N.W. and middle and

latterly the same

75. Days Monday Feb 2<sup>nd</sup>

Lat. 1'16 Long 70 17'03'46 =

Comes in with sun multi 55'53  
 2'09

up to noon wind from  
 N.W. to E. rain latterly 16'54'02  
 90' 10 00  
 73'01'38

43 43  
 11 11  
 43 43  
 2'09 331  
 26'48  
 13'47'53  
 2'64  
 13'44'91  
 44 44  
 296  
 8

16 Tuesday Feb 3<sup>rd</sup>

The day comes in 16'46'30

with fair calm

S. S.E. E on N.E. 16'38'26  
 2'12

clouds all day 16'40'38  
 90' 10 00  
 73'19'22

44 44  
 2'36  
 13'52'29  
 44 44  
 2'12  
 13'38'00  
 2'36

77 Wednesday Feb 4<sup>th</sup>

1'28'20 = 49'28  
 2-14'24  
 18 42'54  
 2 42'57  
 16 59'57  
 130 43  
 14 14 1/4  
 164-59 1/4

49'38  
 23  
 106'23  
 156'24  
 78'12  
 49'38  
 28'34

1800  
 4731068  
 467937  
 9'00828  
 2-28-57  
 14'10  
 2 42'57

same squally.

Comes in 16'28'06  
 with light 176 50'52  
 2'12  
 16'23'07  
 90 10 10  
 106-23'07

14'01'72  
 208  
 13'39'64  
 1777 all

Errands 16'23'07  
 90 10 10  
 106-23'07  
 2 42'57

same squally.







81. Sunday Feb 8<sup>th</sup> 1903

209-14 = 47'17" 2<sup>nd</sup> turn 15-15-35 = 47'17" 2<sup>nd</sup> turn  
 12 14'33" 10 75- 15-07'18" 47'17" 2<sup>nd</sup> turn  
 13 33'47" 47'27" 13-40 64 2'21" 17'30'05"  
 14 48'13" 3'47'31" 10 68 100-09'39" 14'19'07"  
 15 33'34" 105'16" 70067  
 156'24" 78'13" 9035-70  
 163-45 47'27" 2 33-5-4 Corns in milk strong 7<sup>th</sup> E  
 173-53 1/2 47'27" 14'19" 3 winds course & all sail  
 sail from course & 1/2 E. 3<sup>rd</sup> E on the McCom  
 7<sup>th</sup> course & 1/2 E all sail

82. Monday Feb 9<sup>th</sup>

238-14 = 48'45" 2<sup>nd</sup> turn 14'57'00 = 48'45" 2<sup>nd</sup> turn  
 12 14'33" 10 106 14'48'12 14'23'37"  
 14 32'49" 48'55" 1475 90 2'27" 14'21'86"  
 15 14'10" 104'51" 4+37185 107'50'36"  
 11 48'39" 152'46" 72982  
 15 76'23" 91'11" 748  
 163-9 1/4 48'55" -2-49-48 Corns in milk strong 7<sup>th</sup> E winds  
 177-9 1/4 32'28" 14'22" course & 1/2 E all sail from  
 3-04'10" course & 1/2 E same sail Hot-  
 and Rugged. latterly the same

83. Tuesday Feb 10<sup>th</sup>

272-33 = 45'28" 3-30 Pm 14'32'55 = 45'28" 3-30 Pm  
 14 14'37" 45'38" 1409 14'28'21" 14'24'28"  
 2 32'32" 3 47'11" 33-318 90 2'24" 14'33'79"  
 120 1 03 104'81" 71602 134'30'45"  
 15 133'36" 9+08424  
 150-00 3/4 76'58" 2-48-08  
 43'38" 14'24" Corns in milk from 7<sup>th</sup> E winds  
 31'50" 3 57'32" course & 1/2 E all sail from  
 wind and track the same course the same  
 3<sup>rd</sup> E. anything the same E Longitude  
 N Long / E Long



Towed the Wardman from A to C Long and have one day making this day the 12th of Feb.

84. Thursday Feb 12th 1908

Passed into C. Long so we have one day.  $\frac{00}{12} = \frac{150}{350}$

2:45-03 = 45:36  
 $\frac{14}{41} \quad \frac{10}{10}$   
 $3 \cdot 09 \cdot 44 \quad 45 \cdot 14 \cdot 6$   
 $13 \cdot 20 \cdot 27 \quad 3 \cdot 10$   
 $11 \cdot 30 \cdot 43 \quad 13 \cdot 2 \cdot 47 \cdot 44 \quad 70267$   
 $105 \cdot 50 \cdot 3 \quad 16 \cdot 13 \cdot 9 \cdot 09892$   
 $12 \cdot 10 \cdot 74 \quad 45 \cdot 46 \quad 2 \cdot 46 \cdot 02$   
 $177 \cdot 20 \cdot 14 \quad 30 \cdot 17 \quad 12 \cdot 14 \cdot 28$   
 $177 \cdot 20 \cdot 14 \quad 177 \cdot 20 \cdot 14$   
 Cornman with strong N.W. wind heading from S.W. to N.E. by the

W.S. all prudent sail 3<sup>rd</sup> heading N by S. 1<sup>st</sup> then over  
 85 2:30 P.M. Friday Feb. 13th

2:50-00 = 48:30  
 $\frac{14}{28} \quad \frac{10}{10}$   
 $3 \cdot 09 \cdot 43 \quad 47 \cdot 40 \quad 41 \cdot 33018$   
 $2 \cdot 53 \quad 41 \cdot 68537$   
 $113 \cdot 74 \quad 9 \cdot 02873$   
 $155 \cdot 19 \quad 2 \cdot 32 \cdot 49$   
 $77 \cdot 39 \quad 12 \cdot 14 \cdot 25$   
 $47 \cdot 40 \quad 44 \cdot 47 \cdot 14$   
 $58 \cdot 59 \quad 3 \cdot 09 \cdot 43$   
 $12 \cdot 37 \cdot 31$   
 $13 \cdot 38 \cdot 38 = \frac{50}{2 \cdot 30} = \frac{41}{123}$   
 $\frac{10}{10} \quad 14 \cdot 24 \cdot 73$   
 $13 \cdot 48 \cdot 55 = \frac{12}{2 \cdot 30} = 14 \cdot 24 \cdot 55$   
 $90 \quad 2 \cdot 30$   
 $103 \cdot 46 \cdot 35$   
 $11 \cdot 37 \cdot 31$   
 $15 \cdot 10 \cdot 34$   
 $174 \cdot 22 \cdot 54$   
 Cornman with strong N winds course N by N. 1<sup>st</sup> then over N by S 3<sup>rd</sup> strong N winds

Land to the S. 85 miles 6<sup>th</sup> shortland sail course N by S. 72  
 86 2:30 P.M. Saturday Feb. 14th  $\frac{72}{9} = \frac{1648}{1648}$

2:57-53 = 50:22  
 $\frac{14}{44} \quad \frac{10}{10}$   
 $3 \cdot 12 \cdot 41 \quad 50 \cdot 32 \quad 41 \cdot 38336$   
 $13 \cdot 39 \cdot 34 \quad 3 \cdot 43 \quad 41 \cdot 64899$   
 $113 \cdot 26 \quad 8 \cdot 98670$   
 $156 \cdot 48 \quad 2 \cdot 25 \cdot 10$   
 $78 \cdot 31 \quad 14 \cdot 14 \cdot 24$   
 $165 \cdot 30 \quad 19 \cdot 39 \cdot 34$   
 $171 \cdot 43 \quad 57 \cdot 49$   
 Cornman with strong N winds  
 13:18:49  $\frac{51}{10 \cdot 12} = \frac{1648}{1648}$   
 $901012 \quad 14 \cdot 23 \cdot 36$   
 $2 \cdot 33 \quad 64$   
 $103 \cdot 26 \cdot 28 \quad 14 \cdot 24 \cdot 00$   
 Cornman with all sail  
 14:24:00  
 19:39:34 5<sup>th</sup> course N by N. 1<sup>st</sup> then full flight  
 sails strong N winds. Big sea and  
 20 N. S. of L. 20 miles 6<sup>th</sup> strong winds from  
 N. S. 1<sup>st</sup> then 1/2 N.



87-

Sunday Feb 15<sup>th</sup>

1903

Comes in with light

7.77 M mounds from the  
same Lat 3-29 N

3<sup>55</sup> to day light light air from the 7.

89.

3<sup>55</sup> Pm Monday Feb 16<sup>th</sup>

4-44.12 = 28.17

17.80 10  
5-07.02 28.27 1084  
16-13.27 3.33 47585-27  
11-12.22 102.75 479809  
134.43 91393.03

16-3.5 1/2 67.22 3-39-07  
103.5 1/2 38.33 12+14.17  
1673.37

12 58.30 = 45.21

13 07.51 9.21  
90 2.33 37  
103 05.18 2.34

57  
37  
9.21

17.21.26

14.2.0 45  
102  
51.6

12 37.58 9.32

12 47.30 9.32

102 44.94

52 8.2  
3.2

14.18.48

1.13

14 17.38

13.2

105.6

132

105.6

Comes in with calm from  
light air from 77 E course

At 7.54 all sail latterly the same ship full of rats  
Big as jackasses some of them

89

Tuesday Feb 17<sup>th</sup>

3<sup>57</sup> Pm

4-10.17 = 37.38

17.52 10  
4-25.00 37.78 118  
15-33.27 4.18 71475-29  
11-08.18 102.24 75202  
144.25 7512934877  
16-4 1/2 37.78 3-19.13  
167 4 1/2 34.24 14.14  
3-33.27

12 17.14 = 9.35

12 26.46 9.35

102 24.13

14 14.89

14 13.61

4-27.09 14.52

4-42.01 15-49.37

11-05.34 14.03.2

165-43-12 1/2 33.55

146.57 36.21

33.45-10

33.55-13

102.24

140.32

70-16 33.55

115

1123-

5-27.46

17286-

931277

3-35-38

14.13

13 49.51

Comes in with light air

from the 77 E course

At 7.54 all sail Middle

latterly the same

Port equally



90

Wednesday Feb 18<sup>th</sup> 1903

2.31  
 $3.38.08 = 47.24$   
 $14.35$   
 $3.33.03$   
 $14.30.12$   
 $10.58.04$   
 $15.4.46$   
 $14.13.14$   
 $16.17.15$   
 $29.49$   
 $176$   
 $968$   
 $4+33931$   
 $469635$   
 $904730$   
 $77.23$   
 $47.30$   
 $12.14.09$   
 $2-36.03$   
 $14.50.12$

$11.56.18$   
 $9.43$   
 $12.06.01$   
 $90$   
 $102.03.22$   
 $53$   
 $53$   
 $53$   
 $2.39$   
 $190$   
 $14.10.66$   
 $18.2$   
 $14.09.18$

Commenced with Strong N.W. B.  
 winds commencing N. 7 E

Under light sail from Strong Trade comm  
 The same same sail things all morning N by N.D.

Thursday Feb 19<sup>th</sup>

91

2.31

$14.03.74 = 218$   
 $1.75$   
 $17.47$

$4.07.14 = 42.48$   
 $14.07$   
 $4.22.11$   
 $15.09.17$   
 $10.47.04$   
 $15.43.42$   
 $16.46.12$   
 $42.55$   
 $402.02$   
 $72952$   
 $9.14347$   
 $75.33$   
 $42.02$   
 $12.14.04$   
 $2-55.13$   
 $3.09.17$

$11.35.11$   
 $9.43$   
 $11.44.54$   
 $91$   
 $101.42.15$   
 Commenced  
 strong Trade commencing N  
 1/2 N. 7 E - light sail from  
 all sail commencing the same

Friday Feb 20<sup>th</sup>

246

$4.30.40 = 41.00$   
 $14.39$   
 $4.35.39$   
 $13.15.44$   
 $16.40.05$   
 $15$   
 $156$   
 $10$   
 $160$   
 $41.10$   
 $7.08$   
 $101.21$   
 $47.41.15$   
 $47.43.60$   
 $9.17370$   
 $44.49$   
 $41.10$   
 $3.01.44$   
 $13.37$   
 $3.15.44$

$11.13.33 = 14.10.16$   
 $9.43$   
 $11.23.36$   
 $96$   
 $101.30.97$   
 $13.8.20$   
 Commenced  
 light N.E. Trade commencing N.W. 1/2  
 all sail from the same  
 3 E the same commencing the

same - everything the same







Tuesday Feb 24<sup>th</sup>

1903

4-46-22 = 42-24 2<sup>44</sup> Pm. 9-46-59 =  $\frac{2933-0}{9-18}$  350  
 $\frac{15-08}{5-01-38}$  42-34 944 9 3-6-09  $\frac{53-}{2-45-}$  2-45-0  
13-03-09 99-53 4+34658 90 2-45-  $\frac{29163-}{2-45-}$   
10-01-38 13-4 21-4 75-4 23 99-53-24 13-31-42  
140-18- 77-109 11674 Corn in 13-28-97 milk  
150-24- 42-34 = 2-49-39 light 7/8 mounds corn  
34-36 = 2 13-29 N.W. by N 1/2 E. all sail noon  
15-03-08

Wind hauled to the N. more cause the same  
3<sup>45</sup> Pm. pulled light sail head over and squally  
under lower top sails and canvas 1/2 gale

99 2<sup>44</sup> Pm. Wednesday Feb 25<sup>th</sup> 375-  
4-56-52 = 41-43 9-24-52 13-22-70 =  $\frac{2625-}{2625-}$   
 $\frac{13-10}{3-12-02}$  41-53 1139 9 34-02 13-20-08  
13-04-30 13-04 602 90 2-45-  
4-5-2-28 99-31 4+34436 99-31-17 Corn in milk  
13- 13-4 284 76 234 strong 7/8 mounds corn  
13-5- 77-149-7 241-3 N.W. by N under lower top  
13-7 41-53 = 2-51-10 N.W. by N under lower top  
148-7 35-21 12-13-20 sail and furl sail noon same  
15-04-30

3<sup>45</sup> Pm. wind and weather the same  
Big swell from the N. 3<sup>45</sup> Pm.

Corn in N.W. under lower top sails  
furl sail and for top mast staysail blowing  
Hard enough for a gale 7<sup>45</sup> Pm. the same







99.

Friday Feb. 27<sup>th</sup>

1903

Anchored in Guam

100 Saturday Manuel Costa

101 Sunday Missing Boat Steamer

102 Monday

103 Tuesday Shipped 5 Men

104 Wednesday

105 Thursday Mar. 5<sup>th</sup>

Shipped one man 3<sup>rd</sup> PM. Took anchor

Proceeded to Sea Course S. W. H. under

Sails Course. J. K. S.

106 Friday Mar. 6<sup>th</sup>

5-17.32 = 41'06"

3:57 PM. 6'00" - 18" = 174"

6-50

9-40

5-72

4'00"4

5-34'19" 41'16" 15-43  
10-05-85 95'11" 47 37 2 28  
9 34'14" 96'07" 47 37 2 28  
13- 18-2 54 47 37 2 28  
132.39 1/2 96'17" 94 5-16 5-  
178 35 1/2 41'16" = 256-58  
35'01 13'08 38

96'09'38 11'39'44  
90 2'54  
96'07'04 11'35'44

Come in with Fresh & E  
wind course S. W. H. all sail

Broke out Sloop from the same 3<sup>rd</sup> some  
7<sup>th</sup> PM sometimes she heads her course  
with light winds quite a breeze

added to Sea  
to the main  
cross -  
no break was  
20 miles land -  
Port of Man  
Large Green  
Green of Sea for  
day from Port  
Lut. 1, Sa. Port day land  
Small ones  
3 Sea 1 day  
add



107. Saturday Mar. 7th. 1892

$$18-14-11 = 42 \cdot 10$$

$$\begin{array}{r} 16 \cdot 50 \\ 5-31 \cdot 01 \\ 15-01-13 \\ 9 \cdot 30 \cdot 12 \end{array} \quad \begin{array}{r} 42 \cdot 20 \\ 16 \cdot 53 \\ 98 \cdot 74 \\ 15-4 \cdot 5 \cdot 7 \end{array} \quad \begin{array}{r} 1913 \\ 218 \\ 4733647 \\ 476008 \end{array}$$

$$\begin{array}{r} 135 \cdot 30 \\ 7 \cdot 3 \\ 142 \cdot 33 \end{array}$$

$$\begin{array}{r} 77 \cdot 28 \\ 42 \cdot 20 \\ 35 \cdot 08 \end{array} \quad 971781 = 2-49-52$$

$$5-37 \cdot 04$$

$$5-46 \cdot 44$$

$$90 \cdot 254$$

$$95 \cdot 43 \cdot 38$$

$$2-49-52$$

$$12 \cdot 11 \cdot 21$$

$$3 \cdot 01 \cdot 13$$

$$\begin{array}{r} 64570 \\ 9 \cdot 70 \\ 64174 \end{array}$$

$$5-46 \cdot 44$$

$$11 \cdot 25 \cdot 49 = 3 \cdot 90$$

$$4 \cdot 13$$

$$11 \cdot 21 \cdot 36$$

$$4130$$

light. Trades came 7/7/7 all sail

from Museum 3<sup>rd</sup> day thing the same

108. Sunday Mar. 8th

$$2 \cdot 50 \cdot 70$$

$$5-13 \cdot 47 = 11 \cdot 11 \cdot 11$$

$$9 \cdot 40$$

$$5-23 \cdot 37$$

$$90 \cdot 254$$

$$95 \cdot 38 \cdot 33$$

$$5-19 \cdot 59 = 41 \cdot 12$$

$$16 \cdot 33$$

$$2-36 \cdot 82$$

$$15-03 \cdot 31$$

$$9 \cdot 26 \cdot 39$$

$$135 \cdot 30$$

$$141 \cdot 39$$

$$141 \cdot 39$$

$$141 \cdot 39$$

$$141 \cdot 39$$

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$$141 \cdot 39$$

$$141 \cdot 39$$

$$141 \cdot 39$$

$$141 \cdot 39$$

$$141 \cdot 39$$

$$141 \cdot 39$$

$$2262$$

$$190$$

$$4733477$$

$$477078$$

$$15-5 \cdot 03$$

$$77 \cdot 31$$

$$41 \cdot 22$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

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$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

$$36 \cdot 09$$

Came in with light

Trades came 7/7/7

all sail from the

headed from the E

Came Museum 3<sup>rd</sup> day thing the same

109. Monday Mar. 9th

$$5-31 \cdot 52 = 40 \cdot 54$$

$$16 \cdot 36$$

$$5-37 \cdot 48$$

$$15-03 \cdot 50$$

$$9 \cdot 23 \cdot 02$$

$$135 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$141 \cdot 15 \cdot 12$$

$$4 \cdot 50 \cdot 28$$

$$9 \cdot 40$$

$$5-00 \cdot 03$$

$$90 \cdot 254$$

$$4 \cdot 57 \cdot 11$$

$$2-32-52$$

$$10 \cdot 52$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$3 \cdot 03 \cdot 31$$

$$10 \cdot 38 \cdot 31$$

$$4 \cdot 36$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

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$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

$$18 \cdot 51 \cdot 95$$

Came in

with light

stairs from the E

Came 7/7/7 all

sail 3<sup>rd</sup> same 6<sup>th</sup> 1<sup>st</sup>

Calm S. St. Low

without success

School

going much 7 E

going much 7 E

going much 7 E

going much 7 E

going much 7 E



110.

Tuesday Mch 10<sup>th</sup> 1903

$$\begin{array}{r} 5-17-01 = 42'14'' \\ 16-3-9 \\ \hline 5-34-00 \\ 14-3-9-14 \\ \hline 9-24-14 \\ 13- \\ \hline 139-6 \end{array}$$

$$\begin{array}{r} 42'14'' \\ 19'17'' \\ \hline 94'33'' \\ 156'14'' \\ 78'07'' \\ \hline 42'24'' \\ 33'43'' \end{array}$$

$$\begin{array}{r} 2505 \\ 137 \\ \hline 31370 \\ 76625 \\ \hline 910640 \end{array}$$

$$\begin{array}{r} 4'27'10'' \\ 7-3- \\ \hline 4'35'51'' \\ 9'27'32'34'' \\ \hline 2-47-27 \\ 12-10'37'' \\ \hline 12'59'04'' \end{array}$$

$$\begin{array}{r} 88'57'' \\ 9-3-55137 \\ \hline 2'37'3140 \\ 10'44'13'' \\ 3'97'' \\ \hline 10'37'29'' \end{array}$$
 Cornus in with Calm  
 Black fish  
 from Calm perform  
 3<sup>rd</sup> from Calm. Bar High. Black fish + Popin

111

Wednesday Mch 11<sup>th</sup>

$$\begin{array}{r} 5-28-20 = 40'12'' \\ 17-03 \\ \hline 5-45-22 \\ 15-06-21 \\ \hline 9-30-39 \\ 13- \\ \hline 139-18 \end{array}$$

$$\begin{array}{r} 40'32'' \\ 19-50 \\ \hline 94'09'' \\ 154'21'' \\ 78'10'' \\ \hline 22'94'' \\ 36'48'' \end{array}$$

$$\begin{array}{r} 2656 \\ 114 \\ \hline 34659 \\ 77744 \\ \hline 256-59 \\ 10'22'' \\ \hline 3'06'21'' \end{array}$$

$$\begin{array}{r} 4'13'22'' \\ 8'15'' \\ \hline 4'13'22'' \\ 96'257'' \\ \hline 94'09'33'' \end{array}$$

$$\begin{array}{r} 10'25'55'' \\ 3'93'' \\ \hline 10'21'63'' \end{array}$$
 Cornus in with  
 light 77. Cornus  
 turning to 76  
 77. It all sail from the same latitude  
 Every thing the same

112.

Thursday Mch. 12<sup>th</sup>

$$\begin{array}{r} 5-25-32 = 41'11'' \\ 17-03 \\ \hline 5-42-32 \\ 14-59-24 \\ \hline 9-16-52 \\ 13- \\ \hline 139-13 \end{array}$$

$$\begin{array}{r} 41'21'' \\ 21'13'' \\ \hline 93'44'' \\ 156'19'' \\ 78'09'' \\ \hline 41'21'' \\ 36'47'' \end{array}$$

$$\begin{array}{r} 3043 \\ 94 \\ \hline 4-30643 \\ 4-77737 \\ \hline 9'11'50'' \\ 12-10'06'' \\ \hline 14'59'24'' \end{array}$$

$$\begin{array}{r} 3'40-00 \\ 8'15'' \\ \hline 3'48'51'' \\ 90'2'57'' \\ \hline 93'45'34'' \end{array}$$

$$\begin{array}{r} 10-09-69 \\ 4'01'' \\ \hline 10'05'68'' \end{array}$$
 Cornus  
 in with  
 light 77 & winds  
 by the wind from bar  
 Bound to the E 3<sup>rd</sup> from  
 freeze from the 76-77.

Leading from N by N to N. W. 7<sup>th</sup> from wind  
 Hauled to the E. Cornus 7 1/2 E all sail  
 saw. Hump back.



113 2<sup>47</sup> Pm. Friday Mch 13<sup>th</sup> 1908

5-22-41 = 24.23	376.26 = 8.57	9.53.47 = 68.2
17.15		409
5-39.49	36.73	9.49.38
14-55-55	93.22	409.2
16.06	138.11	
	78.45	
	93.33.20	
138-1/2	79.03	
	4.699.27	
	12.9.49	
	14.53.53	

Comms in with light E. & E. corner

7/2 E all sail from the same 3<sup>rd</sup> corner

7/4 E same sail

114 2<sup>53</sup> Pm. Saturday Mch 14<sup>th</sup>

5-26-49 = 40.04	2.5-2.49 = 9.36.96	69.3
17.11	7.51	415.8
5-44.00	3.5.40	9.32.81
14-55.27	90	
15.37	92.58.43	
	15.8	
	11.4.79.7	
	79.05	
	40.14	
	9.11.80.0	
138-51-57	38.51	
	12.9.33	
	14.59.37	

Comms in

with light E. & E. corner

Leading by the wind 7/4

3<sup>rd</sup> corner wind and the other two are diagonal

from the 7/4

115 Sunday Mch 15<sup>th</sup>

5-24-32 = 39.34	2.57 Pm	2.09-11 = 9.20.19	70.4
17.14		4.22	
41.46	39.44	9.15.97	
14-58.24	26.50	44.96	
16.40	92.35	2.33.02	
	139.09	92.33.08	
	79.34.94	11.43.8	
	12.9.16		
4-16	39.44	14.58.26	
139.70	39.50		

Comms in with

light E. & E. corner

The E. corner

7/3 E all

light today

3<sup>rd</sup> almost calm saw. Perfromerant

etc



116 2<sup>nd</sup> Monday Mch 16<sup>th</sup> 1903

5-18-52 = 39-38	2 05-31 = 43-31	7/4
17-17	8-57	6
5-36-09	2-14-22	9-03-17
14-54-48	2-57	4-28-4
9-18-39	2-11-25	8-3-8-99
15-	5603	
135-80 3/4	80-14 2295-2 = 2-45-49	Corrins in
41 9 3/4	39-48 81195-12 8-5-9	with light-
139-39-3/4	40-369 09782 145-4-48	Sounds comm

Wye 1/2 E all sail 3<sup>rd</sup> same

117 Tuesday Mch 17<sup>th</sup>

Comm in with rail and	1-41-50	8-45-92	7-2-2
all sounds 9 <sup>th</sup> clear	8-5-1	4-33	4-3-2
round turned to the W	1-50-41	8-41-39	
saw the Gulf of Conception	90 2-57		
comm W & under lower top sail	91-47-44		
and got down set upper main 2 <sup>nd</sup> 20			
to the W & heading E & S. some sail			

119 2<sup>nd</sup> Wednesday Mch 18<sup>th</sup>

5-16-56 = 38-42	1-18-08 = 8-28-30 =	4380
17-23	8-57	438
5-33-20	38-5-2	6423
14-56-46	30-24-42	2200
9-23-48	91-27-48	2098
15-	160-409	14043
135-40	80-20	2-48-22
5-	37-5-2	824
140-59	41-28	1436-46

From train round heading  
 from E & S to S & under lower top  
 sail W & all 3<sup>rd</sup> same



Gale

120 days out Thursday Mch 19<sup>th</sup> 1903

Corn in mill  $0.54.26$   $8.10.55 = 737$   
 $\frac{8.3-1}{1.03.17}$   $8.06.26$   $4422$   
 The 7<sup>th</sup> E under  $\frac{90}{91} \cdot \frac{2.57}{06.20}$  lower top sail for  
 sail and jib T = H.M. fueled for sail from fueled  
 lower main head E.E. S.E. gale 3<sup>rd</sup> 1 m.  
 Bar. falling from very high 7<sup>th</sup> the same

121 days out - Friday Mch 20<sup>th</sup> 1903  
 Gale  $0.20.43 =$   $7.33.10 = 743$   
 $\frac{8.3-1}{0.39.37}$   $\frac{4.43-}{7.48.65-}$   $4458$   
 $5=5-8-17 = 30.53$   $65.73$   $3-30-39$   $7.49$   
 $\frac{17.29}{6.15.46}$   $\frac{3.10.3}{30.44}$   $90.2.57$   $13-38.29$   
 $13-38.29$   $90.36.37$   $90.37$   $13-38.29$   
 $4.22.42$   $13-2.37$   $85-0.62$   $13-38.29$   
 $5-$   $7.6.129$   $29398$   $13-38.29$   
 $13-38.29$   $31.03$   $45.09$   $13-38.29$   
 $140.40/2$   $45.09$   $7.48.65$   $4458$   
 Corn in mill  
 S.E. gale under  
 two lower stay  
 sails heading  
 to the 7<sup>th</sup> E from  
 the weather corner

122 2<sup>nd</sup> Sat Saturday Mch 21<sup>st</sup> 1903  
 Hauled to the S at 3<sup>rd</sup> under lower top sail

$5=08.54 = 38.43$   $0.07-01 = 7.35.20$   $7446$   
 $\frac{17.32}{5.36.26}$   $\frac{38.33}{82.10}$   $7138$   $\frac{7-37}{0.15.52}$   $7.30.72$   
 $14.53.43$   $90.13$   $42.15.34$   $90.2.57$   
 $9.29.17$   $161.06$   $48.22.69$   $90.12.35$   
 $134.15.14$   $38.33$   $2-45.13$   $7.31$   
 $142.19.41$   $41.40$   $142.19.41$   $142.19.41$   
 Corn in mill equally  
 7<sup>th</sup> under corner 7<sup>th</sup> E  
 under lower top sail  
 for sail and stay sail from corner too fueled  
 for sail and top sail and hauled to the  
 7.3<sup>rd</sup> set-top sail for main round flying  
 low fast and heading E calm with heavy  
 squalls. (Bar up and down)



Gale

123 Sunday Nov 22<sup>nd</sup>  
 2-10-12 36.53 7-10-44

1903

$$\begin{array}{r} 3-09-19 \\ 7-13-5 \\ \hline 3-26-14 \end{array}$$

$$\begin{array}{r} 36.52 \\ 10 \\ \hline 37.02 \end{array}$$

$$\begin{array}{r} 3-26-14 \\ 18-14-40 \\ \hline 9-37-52 \end{array}$$

$$\begin{array}{r} 32.53 \\ 89.49 \\ \hline 122.02 \end{array}$$

$$\begin{array}{r} 37.02 \\ 124-16 \\ \hline 7-13 \end{array}$$

$$\begin{array}{r} 37.02 \\ 42-31 \\ \hline 13-04-40 \end{array}$$

$$\begin{array}{r} 576.10 \\ 4244.66 \\ 4882.36 \\ \hline 9733.22 \end{array}$$

$$\begin{array}{r} 0-16-40 \\ 8-57 \\ \hline 8-07-49 \end{array}$$

$$\begin{array}{r} 8-07-49 \\ 3-37 \\ \hline 0-10-46 \end{array}$$

$$\begin{array}{r} 0-10-46 \\ 90-10-00 \\ \hline 89-49-14 \end{array}$$

$$\begin{array}{r} 5-9-59 \\ 3-37 \\ \hline 8-37-257 \end{array}$$

$$\begin{array}{r} 8-37-257 \\ 7-17-19 \\ \hline 7-22-10 \end{array}$$

$$\begin{array}{r} 7-22-10 \\ \hline 7-31-2 \end{array}$$

*Cornu murex*

Strong S. H. ...

1841. 28 Y. E. under top sail and fore sail from round  
hailed to the H. 3<sup>rd</sup> - Gale from the N. W. Hailed to  
round. Tacked Every thing but lower main top  
sail and stay sails heading Y. Y. E. & T. Heavy squalls  
from the N. W. making all E. Easy sail B. & T. T. & P.

134 2 <sup>32</sup>/<sub>11</sub>

442.09 - 72.10  
17 38 10

4.60 47 42.20  
14-35 24 33.09  
79.26

9 34 31 4 33  
15

133.86 1/4 82.279 - 00486  
8 9 42.20 2 28-20  
143-30 40.07 12 704  
17 35 24

Monday 7/1/11

040.20 =  
9.40

0.30.40  
2.57

90 33 37  
100 100

89.26 23

2300  
615.90  
92.50  
58  
3

704  
292

6.5-9-09  
5.29

7.04.38

Comes in with Eight 7/8

Under camp and

Yours Calm  $\$30$

round Francis to the

underfoot and are

7 - Large Iron & Bar High.



1905

2<sup>33</sup> P.M. Hadron day, Mar 25<sup>th</sup> 761

$5 = 02.07 = 38.38$  Gale  
 $17.44$  10  
 $5.19.51$   $39.88$   
 $14.51.19$   $34.47$   $85.49$   
 $9.31.28$   $88.39$  12  
 $16.2.34$   $80.55$   
 $8.1.17$   $9.10.9.2.9.3.8.8$   $39.16$   
 $39.68$   $= 2.44.57$   $15.26.28$   
 $42.09$   $6.28$   $17.44$   
 $2.51.19$   $5.44.07$   
 $13.15.28$   
 $9.31.21$   
 $13.45.14$   
 $142.50.14$   
 comes in with  
 N. Gale on Star  
 Sack heading to the  
 H. Noon  
 Low first of sail  
 Big sea 8<sup>00</sup> P.M. more rain on 3<sup>10</sup> but  
 some sail snow. rain and hail Bar - High  
 $1.27.37 = 6.22.66$   
 $9.40$   $5.32$   
 $1.17.3.7$   $6.37.98$   
 $2.59$   $34.39$   
 $1.38.44$  10  
 $34.49$   
 $34.47$   $85.49$   
 $88.39$  12  
 $276.02$   
 $15.8.13.8.4.4.11$   
 $79.06.9.5.05.74$   
 $34.47$   $= 2.09.00$   
 $44.1.8$  12  $6.28$   
 $34.11m.$   $13.15.28$   
 rain squalls  
 8<sup>00</sup> - The same  
 on 3<sup>10</sup> but  
 Bar - High



Gale

127.

Thursday Mich 26<sup>th</sup>

1903

2<sup>50</sup> PM.

$5-04-40 = 38-48-$   
 $17-47$   
 $5-22-27$   
 $14-34-42$   
 $9-32-15$   
 $15-$   
 $185-$   
 $8-3-3/4$   
 $143-3-3/4$

$38-48-$   
 $38-35-$   
 $34-25-47$   
 $88-16-48$   
 $161-369-11132$   
 $80-48-$   
 $38-35-$   
 $41-5-3$

$F35.7$   
 $20302$   
 $453$   
 $11132$   
 $2-48-32$   
 $12-6-10$   
 $14-54-42$

$1-57-12 =$   
 $9-40$   
 $1-42-32$   
 $1-44-29$   
 $90-00-00$   
 $88-15-31$

$6-04-35$   
 $3-33-33$   
 $6-10-11$   
 $762$   
 $3-3-7$

Begins

on Foot Jack heading  
 E under M.L. Topmast

and stay sails Heavy Hail squalls from  
 Better weather Big sea 3<sup>rd</sup> PM.  
 Every thing the same

128 2<sup>50</sup> PM Friday Mich 27<sup>th</sup>

Gale

$5-06-46 = 38-17$   
 $17-50$   
 $5-34-36$   
 $12-34-47$   
 $9-34-38$   
 $15-$   
 $185-30$   
 $8-3-$   
 $143-37$

$38-17$   
 $38-27$   
 $34-17$   
 $87-52$   
 $160-36$   
 $80-18-$   
 $38-27$   
 $41-51$

$8288$   
 $30$   
 $4-2-265-7$   
 $4-8-2-244$   
 $9-13-399$   
 $2-3-3-13$   
 $12-6-5-1$   
 $17-59-04$

$2-14-45 =$   
 $9-40$   
 $2-05-05-$   
 $2-57$   
 $2-08-02$   
 $90-00-00$   
 $87-51-58$

$5-46-10 =$   
 $5-33$   
 $5-3-1-43$

comes in with

Gale on

Blue Jack heading N. N. W.

10<sup>th</sup> more round heading E under main  
 top sails and stay sails Noon Better weather  
 Over Head Big Sea Bar High 1st falling  
 3<sup>rd</sup> PM the same 7 Bar High and Rising  
 Tossing on Big sea heading E by S under  
 lower top sails and stay sails

Gale



129 2<sup>nd</sup> Pm Saturday Mch 28<sup>th</sup> 1908

4-8-8-27 = 39.23 Gale

17.53  
 5-16-30 39.33 7973  
 1-1-5-5-5-5 33.40 43  
 39 35 87.28 4+22 509  
 16 0 41 41 8 1 5-05-  
 135 45 3/4 80.20 9+130 29  
 135 8 3/4 39.33 2-80-22  
 144 53 3/4 40.47 12 3-33  
 14 55 5-5

2.38.16 = 5:27.50  
 940 5-33  
 2 28.36 5-33 13  
 2.57  
 2 38.33  
 90 00 00  
 87.28 27  
 heading to the E under

Lower top sails and stay sails from the same  
 3<sup>rd</sup> squally rainy & winds heading E. & Big sea  
 Bar falling 7<sup>th</sup> Pm Bar rising

130. 3<sup>rd</sup> Pm Sunday Mch 29<sup>th</sup>

762

5-2-11 = 35.13

17.53 10  
 5-39-07 35.23 7033  
 15-19-02 33.77 5-6  
 39 55 15.6 15-47 3161  
 78.07 9.2 3619  
 135 43 3/4 35.23 3-18-47  
 144 51 3/4 42 44 12 3-15-  
 13-19.02 E & winds heading N. & E

3.01.73 5-09.52 = 3:33.4  
 940 5-33  
 2.52.03 5-14.85  
 2.57  
 2.55.00  
 90.00.00  
 87.05.00

This day come  
 in with light

AM under all sail course N by E & horn light  
 air from the E 3<sup>rd</sup> Pm almost calm course  
 N by E all sail on the saw 1. Sulphur  
 2. Iron some drift wood 7<sup>th</sup> Pm Everything  
 the same Bar. Rising slowly



131, 3<sup>rd</sup> R Monday March 30<sup>th</sup> 1903

$$\begin{array}{r} 5-03-33 = 37'06 \\ 17'57 \\ \hline 5-30-22 \quad 37'16 \\ 13-06-49 \quad 33'10 \\ \hline 9-46-27 \quad 86'43 \\ 15-9-09 \quad 118'28 \\ \hline 15- \quad 99'34 \\ 133-30-3 \quad 37'16 \\ 11 \quad 6 \quad 1/2 \quad 3'18 \\ \hline 146-36-1/4 \quad 12 \quad 4'57 \\ \hline 15'06'49 \end{array}$$

$$\begin{array}{r} 875-2 \\ 71 \\ \hline 1125-790 \\ 118'28'02 \\ \hline 917'41'3- \\ 3-01-5-2 \\ \hline 12 \quad 4'57 \\ \hline 15'06'49 \end{array}$$

$$\begin{array}{r} 32-5-06 = 9'40 \\ 9'40 \\ \hline 3-15-36 \quad 117' \\ 2'54 \\ \hline 3-17-30 \quad 4'57'27 \\ 90 \quad 00 \quad 00 \\ \hline 86'41'40 \quad 4'56'79 \end{array}$$

Come in with fresh  
S winds come N. E. then

N. E. by N. Noon come N. by E all sail 3<sup>rd</sup> R.  
wind and weather the same Bar falling  
1<sup>st</sup> in rain wind shifted to the N. E. ship  
about main lower fore sail heading E. by N.  
132 Tuesday March 31<sup>st</sup>

$$\begin{array}{r} 3'48'20 = 4'33'06 = 76' \\ 9'40 \\ \hline 3'38'43- \quad 4'38'35- \\ \hline 2'34 \\ \hline 3'41'39 \\ \hline 86'18'31 \end{array}$$

This day comes in with light  
N. E. winds hauling to the  
E thick and rainy Come 90  
N. by E under all sail  
freshening up and hauling more to the S. E.  
Come the saw saw quite a lot of squid  
also fin-backs and sulphur bottom  
3<sup>rd</sup> Strong E. S. winds come N. by E.  
still thick and rainy and, Bar -  
falling slowly 7<sup>th</sup> P. M. thick rain S. E.  
winds full light sails Come home

Lat. Dead Reckoning 36'40.  
Long. " " 146'50.



133.

Wednesday April 1<sup>st</sup> 1908

Come in with light winds 11:41 =  $\frac{445-80}{9-40} = 75\frac{1}{2}$   
 Come 7 by E. all sail 10<sup>30</sup>  $\frac{9-40}{4-02-01} = 52\frac{7}{8}$   
 App. come 7 from  
 Lat. 38° 5-8' N. on  $\frac{4-14-45}{90-12-00} = 4-14-92$   
 Coast-sky wind turning  $\frac{85-35-00}{4-20-19} = 8-27$   
 At Pt. Bar. Stationary 3<sup>rd</sup> wind and  
 Weather the same saw Seal today  
 7<sup>th</sup> P.m. light air from N. and clear saw  
 3<sup>rd</sup> Pass Drung to the N. S. W.

134. 8:02 on Thursday Apr. 2<sup>nd</sup> 3:56.54  $\frac{737}{5257}$

$\frac{10-01-00}{18-08} = 25-57$   $\frac{10-16-04}{20-07-03} = 1185-2$   $\frac{4-34-37}{9-40} = 4-02-09$   
 $\frac{10-19-08}{20-07-03} = 26-01$   $\frac{1185-2}{133} = 8-31$   
 $\frac{9-47-33}{15-1-58} = 4-37-41$   $\frac{4-35-11}{2-54} = 8-31$   
 $\frac{15-1-58}{26-01} = 4-38-03$   $\frac{4-38-03}{85-31} = 8-31$   
 $\frac{15-1-58}{11-13-3} = 4-49-58$   $\frac{9-38-807}{8-07-03} = 8-31$   
 $\frac{146-59-3}{2-53} = 2-53$   $\frac{8-07-03}{1-2} = 8-31$   
 Come in with strong

$\frac{4-48-24}{18-08} = 36-58$   $\frac{1224477}{130} = 1224477$   
 $\frac{5-06-32}{14-55-30} = 37-03$   $\frac{4-15-42}{4-8-47-58} = 4-15-42$   
 $\frac{9-48-38}{15-1-58} = 85-32$   $\frac{9-12-35-3}{2-51-25} = 85-32$   
 $\frac{133-13-1}{12-13-1/2} = 81-48$   $\frac{12-4-02}{17-55-30} = 81-48$   
 $\frac{177-13-1/2}{44-48} = 37-03$   $\frac{17-55-30}{44-48} = 37-03$   
 all sail full light sail  
 from full light sail  
 strong N. N. W. winds  
 2<sup>nd</sup> P.m. full 7/8  
 Top sails Moderate

At Pt. Bar. stationary at 3<sup>rd</sup> P.m.  
 7<sup>th</sup> P.m. full sail on Right Whales ground  
 heading to the North



136 - 2<sup>nd</sup> M. Friday Apr. 3 1903

$4 \cdot 32 \cdot 06 = 39 \cdot 04$   
 $18 \cdot 11 \cdot 10$   
 $4 \cdot 50 \cdot 17 \quad 39 \cdot 14$   
 $14 \cdot 40 \cdot 29 \quad 41 \cdot 46$   
 $9 \cdot 50 \cdot 12 \quad 85 \cdot 09$   
 $15 \cdot 166 \cdot 09$   
 $135 \cdot 36 \quad 83 \cdot 04$   
 $12 \cdot 3 \quad 39 \cdot 14$   
 $147 \cdot 33 \cdot 1 \quad 43 \cdot 50$   
 $12734$   
 $156$   
 $08176$   
 $4 \cdot 8 \cdot 4046$   
 $9 \cdot 65 \cdot 112$   
 $= 2 \cdot 36 \cdot 46$   
 $12 \cdot 3 \cdot 43$   
 $14 \cdot 40 \cdot 29$

$4 \cdot 37 \cdot 57 = 9 \cdot 40$   
 $9 \cdot 40$   
 $4 \cdot 48 \cdot 17 = 117$   
 $2 \cdot 54$   
 $4 \cdot 51 \cdot 11 \quad 3 \cdot 37 \cdot 87$   
 $90 \cdot 10 \cdot 10$   
 $85 \cdot 08 \cdot 49$   
 $3 \cdot 43 \cdot 09$   
 $52 \cdot 29$   
 $5 \cdot 22$

Under all sail Noon 2 Sails to the N.  
 4<sup>th</sup> P.M. Breeze light and gammed R. Knows  
 Red Mail from the dark Calm seen  
 R. H. Breeze

137. 2<sup>nd</sup> M. Saturday Apr. 4<sup>th</sup>

$4 \cdot 20 \cdot 57 = 3 \cdot 21 \cdot 00$   
 $9 \cdot 30$   
 $5 \cdot 11 \cdot 27$   
 $2 \cdot 31$   
 $3 \cdot 26 \cdot 19$   
 $5494$   
 $5 \cdot 19$   
 $2$

$4 \cdot 45 \cdot 29 = 37 \cdot 24$   
 $15 \cdot 17$   
 $15 \cdot 20 \cdot 3 \quad 43 \cdot 37 \cdot 34$   
 $14 \cdot 52 \cdot 24 \quad 84 \cdot 46$   
 $9 \cdot 48 \cdot 14 \quad 144 \cdot 15$   
 $15 \cdot 82 \cdot 07$   
 $135 \cdot 10 \cdot 14 \quad 37 \cdot 84$   
 $12 \cdot 10 \cdot 14 \quad 44 \cdot 33$   
 $147 \cdot 10 \cdot 14$   
 $12836$   
 $181$   
 $13722$   
 $4846 \cdot 65$   
 $9411344$   
 $= 2 \cdot 48 \cdot 38$   
 $12 \cdot 3 \cdot 26$

$5 \cdot 20 \cdot 57 = 3 \cdot 21 \cdot 00$   
 $9 \cdot 30$   
 $5 \cdot 11 \cdot 27$   
 $2 \cdot 31$   
 $3 \cdot 26 \cdot 19$   
 $5494$   
 $5 \cdot 19$   
 $2$

3<sup>rd</sup> P.M. light air from the N.  
 heading to the E & N. all sail Plenty  
 of life to day 7<sup>th</sup> P.M. Calm 1 B<sup>th</sup> in  
 sight. got Both Cherry and 12 fresh eggs  
 from Montgomery also 10<sup>th</sup> P.M. Holy fig  
 yesterday



4-5-2-37  
18 17  
3-11-17

13-00-76  
3-11-17  
9 49 32

138. Sunday Apr 5<sup>th</sup>

1903

4-5-8-37 = 36'10 -  
18 17 10

5-43-37 =  
9 40

all 5-20 5 1/2  
9 40  
all 7 1/2  
2-51

3-17-12 36 25-  
13-10-46 74 23

5-34-11  
2 51

3 03 26 736  
5 13 51 5-2

9 43 32 16 3 51 4 17 39  
81-25 4 18 49 9

5 37 02  
90 12 00

3 18 41

36 25 9 18 49 9  
45-00 = 2-57 38

7 43 32 58

Corn in

5-18-37 =  
18 17

13-00 46 with light S.E. winds on  
33 39 Star Jack heading to the N.E.

3-27-11  
13-16-40

33 49 12 927 on sail from heading  
42 03 209 To S + St. saw lumber

9 49 29

84 23 4 28 46 2  
16 0 13 4 85-9 12

Killed Birds

135-  
12-

13 1/2 80 07 9-2 25-10  
33 49 3-13-32 3-1

3-13-32 3-1 1000

147- 22 1/2

46 17 12 3 08  
13-16 40

Bar high good looking

water 7-2 sails in  
sight. Dusted sail heading to the N.E.

139. 2 58 PM Monday Apr. 6<sup>th</sup>

730

4-57-15 = 36'01  
18 20 10

6 06 39 2 45 65 3 10

3-89-38 36 11  
13-01-05 42 53

135-00  
2 39

3-56 59 2 30 79

9 51 27 16 3 04  
81-32

14 16 01

2 57 Corn in

135- 43 21  
12 45 3/4

8 52 12

90 12 00 with strong

147 67- 3/4

12 2 51

E winds come on

all sail Bark to the N. saw lumber  
Bark to the N. saw lumber  
20 the S.



140. 1<sup>st</sup> Pm Sunday Apr. 7<sup>th</sup>

1903

4-47-57 = 36 35-	13423	6.29.21	2.25.25-
18.23	270	9.40	5.05
5-06-20	13770	6.79.41	7.22
14-57-20	84682	2.51	3.3.30
9-51-00	16328	6.22.32	50.57
13-	81.44	90.00.00	Comes in with
135-40	37.15	7.37.35	strong S.E.
12-40	2-5-4-47	mind heading to the	
147.40	12 2.38	7+E 9" mind hauled	
	1775-7.20		

2. The S. More now heading N 2<sup>e</sup> heading  
S.E. to all sail saw jibacks heavy S.E.  
Small 7<sup>e</sup> Pm. Spent sail for the night

141. 2<sup>nd</sup> Pm Wednesday Apr. 8<sup>th</sup>

4-49-58 = 36.2.2	0.13295-	6.37.37 = 49.56.20	7.14
18.26	0.00302	9.36	49.97
5-08-79	4-185-47	6.42.37	
15-02-50	4-74672	2.45	
9-52-31	9.16526	6.43.23	2-11-01
13-	3-10-34	90.00.00	4.99
135-	12 2.16	83.14.33	2.16.00
13-37 3/4	15-02.50		
148.37 3/4			

This day comes in  
with strong S.E. it  
wind heading S.E. under whole main  
logon for jib and fousine & can mind  
hauled to the S. it put Skip under boom  
20p sail S.E. gale. Plenty Bird S  
jibacks 7<sup>e</sup> stand and track  
the same  
Gale



142. 2<sup>58</sup> Pm Thursday Apr. 9<sup>th</sup> 1903

4'50.45 = 36'08  
18.29 10 0'13121  
5'09.15 36'18 0'00337  
15-06-20 42'20 4'20413  
9 5-7.05 82'52 4'20413  
15- 161'30 4'84528  
80'45 9'18 5'99  
135- 15-1/4 36'18 3-04'30  
14 1/4 44'27 12 1'39  
149-16 1/4 15-06'20

7'14'36- 1'53'97  
7'05'00- 493  
2 45 1'58'90 703  
7'07'53  
9/8 10 00  
8 5-53'07 4935-

Come in with  
Strong S winds heading  
to the ESE 5<sup>th</sup> round heading  
to the N 9<sup>th</sup> round heading to the  
SE 2<sup>nd</sup> Pm round heading  
to the N. saw squid Bug from the E

143. Friday Apr. 10<sup>th</sup> 694-

Come in with rain & E winds 7'36'45- 1'37'14 4865-  
Heading to the S & W 8<sup>th</sup> clear 7'27'23- 486  
9<sup>th</sup> H.M. Stead S.W. 12 M 2 45 1'4202

thick fog hauled to wind 7'30'13  
aback 1<sup>st</sup> Pm clear coming 9/8 10 00  
S.W. 3<sup>rd</sup> set in thick again 2'29'47 hauled aback.  
on port Tack. saw Kelp and finbacks also  
squid Passed tide lines 7<sup>th</sup> Pm put ship under  
lower top sails and stay sails heading to the S.  
Thick fog and Big swell. Bar High  
Passing under the Place we saw whales last year.



1904 7:55 AM Saturday Apr 11<sup>th</sup>

1903

9:44:45 = 26:09 P.M.

7:58:58 =

55-  
10  
45  
2-10

1084

7788

10:02:50 26:19 0:12870

14:58:02 41:58 0:00412

3:52:12 82:07 4:40730

135 130374 4:87811

135 75:13 4:87811

149:03 26:09 9:41823 = 19:53:37

7:40:48

2:35

7:52:33

96

82:07:27

1:25

53

2-45

1:20:00

4:78

25:38

3:50 P.M.

19:53:02 with light winds

4:17:20 = 72:58

18:31

4:35:44 43:08

14:27:16 72:07

9:57:31 14:7:17

135 78:39

12:48:14 43:49

147:80:14 40:30

0:12915

0:00412

4-4490

481234

4:99071

= 2-25:37

12 1:25

14 27:16

Thick fog 7<sup>th</sup> 4 M. Clear made

sail Stead N. N. to sea

furthest from shore

course N. N. to 1<sup>st</sup> P.M. thick

2<sup>nd</sup> clear course N. 3<sup>rd</sup> P.M.

Sail to the S. N. 5<sup>th</sup> thick again

6<sup>th</sup> P.M. Put ship under lower top sails about fog

145 day out Sunday Apr 12<sup>th</sup>

Comer in with thick rain

N. winds. Heading to the E 8

was round heading N under

for sail and lower top sail

Noon clear saw 3<sup>rd</sup> to the

S also number of furbates set in thick and

rain for the Rest of the after noon 5<sup>th</sup> P.M.

was round full sail heading N

Lat. at Noon 42:03

8:21:03 =

9:10

11:53

2:45

8 14:40

90:00:00

91:45:30

1:04:32

4:70

1:09:02

672

7

4704

Moderate N. gals 3 or more fast all day. Big swell and sea broke P.M.



146 3<sup>rd</sup> Monday Apr 13<sup>th</sup>

1903

$$4-44-44 = 39'17''$$

$$18'41''$$

$$39'27''$$

$$0.12712$$

$$0.00493$$

$$4.18055-$$

$$4.82410$$

$$9.13670$$

$$2.3348$$

$$1.33$$

$$14.5441$$

$$8.43.00$$

$$0.48.33$$

$$66.6$$

$$9.10$$

$$7.22$$

$$8.33.50$$

$$1.52.93$$

$$2.45$$

$$8.36.35-$$

$$90.00.00$$

$$81.23.25-$$

This day

Corner in

With light breezes 7<sup>th</sup> A.M.

Made sail stowed N.E.

When S. then S.E. saw finbacks Sulphur Bottom

Plenty of birds 1<sup>st</sup> P.M. Course N.E. 2<sup>nd</sup> P.M. Course

N.E. by E all sail 4<sup>th</sup> P.M. saw large S. H. 5<sup>th</sup> P.M.

hauled T.B.B. meat. K.B. meat on and struck and

down. whale meat - quick to the H. saw another

fin fluke to the E. long waspy fl. B. back

at dark light was from the W. 646

147

Tuesday Apr 14<sup>th</sup>

Lat: 41° 49'

Long 147° 52' E

Course in with light

Sorrounds heading to the N.

10<sup>th</sup> A.M. heading to the S.E. 12. saw B. H. A.K.

gammud cum nothing Reports J & V. clear

7<sup>th</sup> P.M. Put ship under down to sail heading

to the N. S. Gale coming on

Gale

$$9.04.48$$

$$4.12.22$$

$$9.10$$

$$2.42$$

$$8.55.58$$

$$0.32.64$$

$$2.42$$

$$4.32$$

$$8.57.30$$

$$0.37.16$$

$$90.00.00$$

$$81.01.30$$

saw finbacks



148.

Wednesday Apr. 15<sup>th</sup>

1903

Commenced with S. S. E. gale 9.26.27 = 0.17.29  
 on Port back heading to the 9.07.08  
 Thunder lower off sail 9.17.21 4.42  
 and stay sails A.K. 2.42 8.2.1 7.1  
 on lee bow 7/8 mile 9.20.09 6.32  
 away from Lat 42.00 9.00.00 1  
 9.03.51 4.42.4  
 7<sup>th</sup> wind and weather the same. Fine  
 high Bay sea running 6.12

149.

Thursday Apr. 16<sup>th</sup>

0.02.28.19

This day commenced with S. S. E. gale thick fog  
 and rain. From the 9.47.57 4.31  
 down latitude the same 9.10.00 0.06.59  
 wind hauled to the N. 9.38.57  
 2.42 and getting  
 9.41.39 9.00.00 Better weather  
 8.0.18.21 Bar. Rising

150

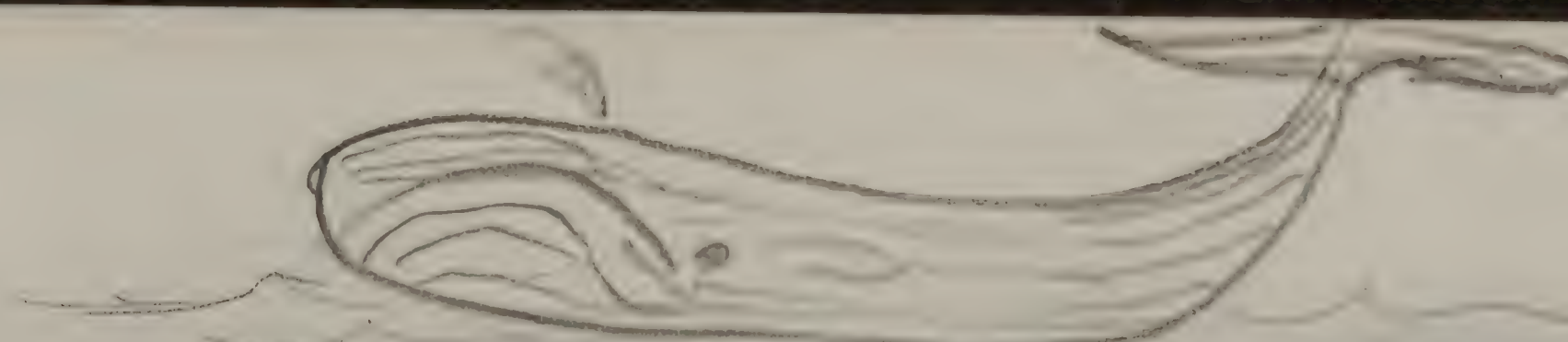
Friday Apr. 17<sup>th</sup>

0.03.30

This day commenced with light S. S. E. heading to the N. all  
 sail seen plenty of finbacks 10.09.17 8.00 6.02  
 seal and fed from heading 10.00.37 4.39 4.21.4  
 2.39 0.12.34  
 7 N by N. 1.00.00 around 9.00.00 0.08.15  
 heading to the S. set in rain  
 plenty of feed and birds 5.00.00  
 heading and heading to the S. E.

Lat. 42° 29' N.  
 42° 29' N.





151 Saturday Apr 18<sup>th</sup> 1903

8:24 A.M.

$$\begin{array}{r} 10\ 10\ 50 = 32\ 52 \\ 18\ 56 \\ \hline 10\ 39\ 46\ 33\ 02 \\ 20\ 22\ 24\ 42\ 30 \\ \hline 9\ 52\ 32\ 79\ 36 \\ 13\ 5-13\ 4\ 84\ 618 \\ \hline 13\ 19\ 1/2\ 77\ 36\ 9-318\ 22 \\ 17\ 1\ 9\ 1/2\ 33\ 02 = 20-22-47 \\ 44\ 34 \\ \hline 4\ 35- \\ \hline 6-21-00 = 23\ 03 \\ 18\ 5-6 \\ \hline 6\ 39\ 56\ 33\ 13\ 0\ 10\ 719 \\ 10\ 31-07\ 43\ 10\ 4\ 46\ 841 \\ \hline 9\ 51\ 11\ 79\ 36\ 4\ 78\ 223 \\ 13\ 5-45\ 3\ 12\ 3-4\ 9\ 49\ 3\ 70 \\ \hline 12-42\ 3\ 1/4\ 23\ 13\ 4-31-30 \\ \hline 147-47\ 3\ 1/4\ 49\ 141\ 12\ 23 \\ 4\ 31\ 07 \end{array}$$

$$\begin{array}{r} 10\ 30\ 37 = 0\ 26\ 61 \\ 8\ 86 \\ \hline 10\ 31\ 37 \\ 2\ 39 \\ \hline 10\ 33\ 76 \\ 90\ 00 \\ \hline 79\ 36\ 34 \end{array}$$

This day comes in  
 with light Hornblows  
 heading to the S. 6<sup>o</sup> A.M.  
 run round heading  
 to the N.W. 9<sup>o</sup> saw  
 B. J. T. also passed  
 Fin tracks 3<sup>o</sup> saw  
 C. W. Morgan with  
 4 Boats down  
 Chasing R. H. 6<sup>o</sup> P.M.

full light sails and Main sail strong  
 S.W. winds heading to the N. tack and tack  
 back. Whale still in sight and the Morgan  
 chased until dark without success  
 put ship under lower topsails and staysails  
 strong S.W. winds heading to the E  
 with in five miles of when we struck  
 a whale last year  
 first R. Whale the Season

4 35<sup>o</sup> P.M.



Jale

152.

Sunday 19<sup>th</sup>

1909

4.48.02	39'15"	3 <sup>00</sup> P.M.	10.57.26	8.40	3.68
18.59	10		8.40	0.2	7
5.07.31	39.25	0.135.17	10.42.46	1.36	3.97.6
14.59.33	43.10	0.107.69	2.36	2.36	
9.52.02	79.13	4.202.23	10.45.22	0.40.46	
13	161.40	4.202.23	90	3.97	
135	90.50	9.166.34	70	0.36.49	
135	39.25	3.00	1.4.38		
144	41.25	12			
		14.59	3.37		

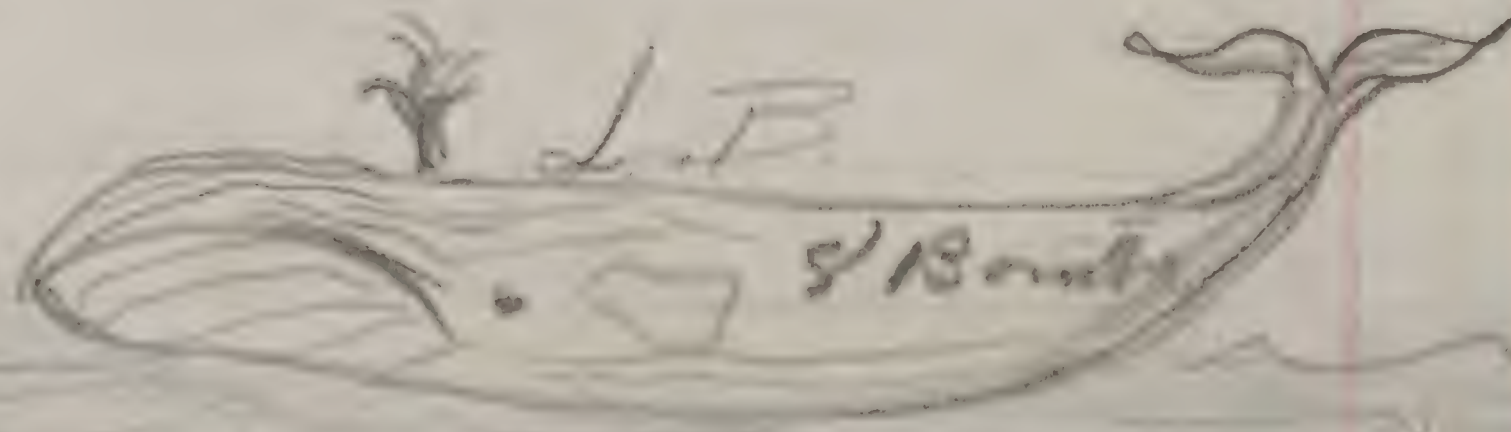
Comma in milk

top sails plenty of masts. 1. Sail in night. 3<sup>00</sup> Bitter  
 weather on diff. rocks during day

153.

Monday Apr. 20<sup>th</sup>

This day comes in with strong S.E. winds  
 heading S.W. made sail 1 B<sup>th</sup> in sight 10<sup>00</sup> H.M.  
 4. P.M. 7<sup>00</sup> A.M. lowered L.B. struck N.B.  
 Roped over whale sunk. Took whale to ship  
 had first 1. Had fire chain on and  
 ready to cut. Took up 2000 N.B. slow bad  
 3<sup>00</sup> P.M. started to cut. 7<sup>00</sup> P.M. Thick fog and  
 rain Knocked off hook in head and in the  
 mid to rear round but she would not  
 rear so cut to windward



1. Boat. Storm 1. Hating gun



154

Tuesday Apr 21. <sup>81-</sup>

1908

$$5-40-00 = 30.21$$

3 <sup>53</sup>/<sub>100</sub> m

$$11'32'54''$$

$$\frac{21578}{8.30}$$

$$\frac{5-33}{3731}$$

$$5-15-9.05 = 30.31$$

$$0.13753$$

$$11'24'27''$$

$$\frac{1133}{2.33}$$

$$5-5-3.26 = 48.14$$

$$0.10873$$

$$11'26'57''$$

$$\frac{1.0690}{373}$$

$$9-3-4.31 = 78.33$$

$$4.87909$$

$$96.00$$

$$1.0317$$

$$13-3-3.14 = 152.11$$

$$4.86423$$

$$7733.03$$

$$1.0317$$

$$178-35.10 = 76.09$$

$$9.37958$$

$$30.31$$

$$3-3-4.29$$

$$178-35.10 = 45.38$$

$$12.103$$

$$15-3-3.36$$

$$1.0317$$

Corn in with strong

S.W. winds 6<sup>th</sup> A.M. Hooked on. From everything in on S.E. tack heading to the S. under lower top sail and stay sail thick fog at 2<sup>nd</sup> P.M. 8<sup>th</sup> clear and calm getting ready to sail 7<sup>th</sup> strong S.W. winds heading to the S.E. under easy sail

155

Wednesday Apr. 22 <sup>82-</sup>

5-17

$$5-40-30 = 30.56$$

3 <sup>57</sup>/<sub>100</sub> m

$$11'33'20''$$

$$\frac{3498}{3498}$$

$$19.08$$

$$0.13599$$

$$11'44'50''$$

$$1.1947$$

$$5-5-9.38 = 31.06$$

$$0.10825$$

$$11'44'50''$$

$$3.519$$

$$13-3-2.31 = 78.13$$

$$4.87838$$

$$11'47'33''$$

$$1.1588$$

$$9-3-2.53 = 152.30$$

$$4.84999$$

$$96.00$$

$$1.1588$$

$$13-3-13.14 = 76.10$$

$$9.37381$$

$$771237$$

$$1.1588$$

$$178-13.14 = 31.06$$

$$3.15247$$

$$1.16$$

$$1.1588$$

$$148-13.14 = 45.104$$

$$3.3131$$

$$3.3131$$

$$1.1588$$

Corn in

in with S.E. gale on Port tack heading to the S.E.

6<sup>th</sup> from sound heading to the S.W. under lower Main top sail and mizzen stay sail Bark to the S.W. called for the C.W. M. 12<sup>th</sup> gale the same 4<sup>th</sup> P.M. Big sea on Baiting S.E. Everything the same

Free



gale

156 3<sup>34</sup> Pm Thursday Apr 23<sup>rd</sup>

1903

4-47-50 = 40.37  
 19 11 16  
 3-07-01 40.47 0.13646  
 14-56-23 43.06 0.10981  
 9-49-22 37.52 4.20067  
 13-13 161.44 4.80372  
 7-20 1/2 40.47 9.15576  
 4-58-00 3<sup>34</sup> Pm 2-47-37  
 19-10 17 37 23

12 13.36 = 10.50 495  
 8.10 7.10  
 12 05.26 = 1.50 3.46  
 2.30 2.30  
 12 07 56 1.31.57  
 90 00 00 3.46  
 77 32.04 = 1.35.12

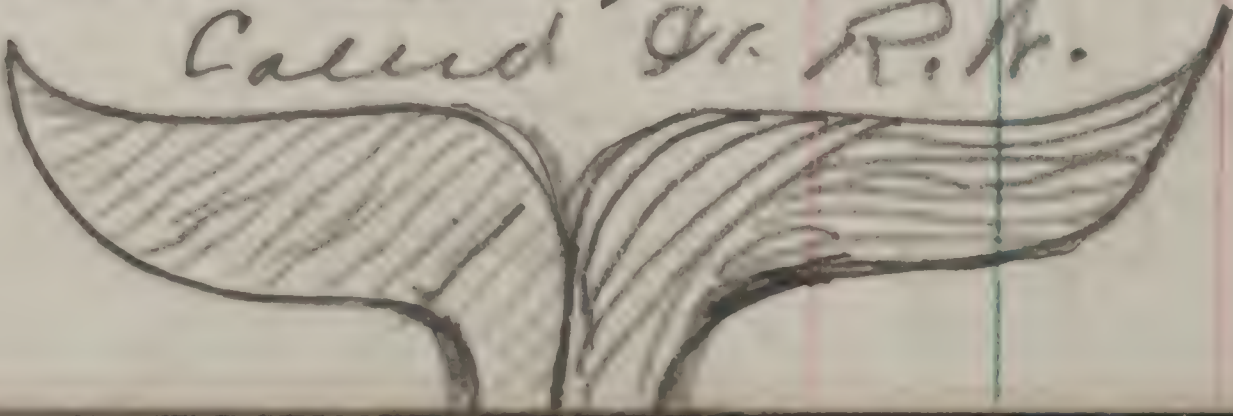
Corn in with Rodual  
 7<sup>th</sup> Gale Boiling 1. Sail  
 in sight from Rttu  
 mather 3<sup>rd</sup> Gale on  
 Big sea Bar Facing  
 7<sup>th</sup> Pm heading E S E  
 down sail 2439

157 3<sup>32</sup> Pm Friday Apr 24<sup>th</sup>

4-44-18 41.41  
 19 17 16  
 3-03-27 41.56 0.13446  
 14-53-21 42.78 0.01036  
 9-51-34 77.32 4.19083  
 13-45 162.11 4.90105  
 12-13 1/2 41.51 9.13620  
 147-58 1/2 39.14 = 2-5-3-41.  
 17.5-5-21 12 1 46

12 33.39 1.43.24 475  
 8.10 3.32 33.2  
 12 25.39 1.39.92  
 2.30  
 12 27.59  
 90 00 00  
 77 32.01  
 0.13446  
 5.28.28 = 41.29 0.01036  
 24.39 10 4.195.13  
 5.03.49 41.39 4.80197  
 14-56-32 42.48 9.74182  
 9-52-43 77.32 2-5-4-52  
 13-10 3/4 80.39 12 1.70  
 148-10 3/4 39.20 2.16.632

Corn in with 7<sup>th</sup> Gale  
 heading S.E down top  
 sails Boiling  
 from whale turn flukes  
 called him R. N. B. Pm  
 same heading S.E same sail 7<sup>th</sup> wind the same  
 finished Boiling





*J E Gale*

158. Saturday April 23<sup>rd</sup> 1903

comes in with strong N.E. winds 12.53.30 =  $\frac{490}{8.10} = 73$  433-  
 Thick and rainy over around  $\frac{8.10}{12.43.20} = \frac{1147}{2.27} = 318.5$   
 heading to the S. from thick fog. Big swell and  
 Not much wind finished 12.47.47 1.54.41  
 Running Oil 135.0 lbs 13 1/2 gallons  $\frac{3.15}{1.51.23}$   
 7<sup>th</sup> thick, wind and matter the same

159 Sunday April 24<sup>th</sup>

This day comes in with thick 13.13.05 = 433-  
 many N.E. winds heading to the NW  $\frac{8.10}{13.04.05} = \frac{2.05.09}{3.04} = 2.02.05$   
 about all day noon clear for 13.04.05  
 while Lat = 42° 31' N  $\frac{2.27}{13.07.25} = 2.02.05$   
 then thick fog and light N.E. 90  $\frac{490}{6.5.2.35}$  look in N.B.  
 winds all day like the same  
 heading to the E under larval sails  
 Bar. falling all day.

160 Monday April 27<sup>th</sup>

Begin with strong N.E. winds 13.32.33  $\frac{490}{8.00} = 2.24$  414  
 heading to the N.W. under larval 3.24.33 2.13.30  
 top sails and fore sail 10<sup>th</sup> a.m.  $\frac{2.24}{2.24} = 2.72.41$   
 Moderate N. gale fresh for 13.36.57 2.72.41  
 sail noon noon ship heading 90  $\frac{490}{6.33.03}$  3<sup>rd</sup> P.M.  
 to the E. set in thick and rainy 7<sup>th</sup> Bar. Rising  
 wind and matter the same getting better or rather some fine buds  
 seen *J E Gale*



161

Tuesday Apr. 28.

1903

7:40 AM, 13:57:45-  

$$\begin{array}{r} 9'24'58 = 26'17 \\ 19'26 \\ \hline 9'44'21 \\ 29'31'39 \\ 19'47'18 \\ 13'43'45 \\ 11'42'12 \\ 146'49'12 \end{array}$$
  

$$\begin{array}{r} 26'27 \\ 42'50 \\ 76'14 \\ 145'31 \\ 72'45 \\ 26'27 \\ 46'18 \end{array}$$
  

$$\begin{array}{r} 0'13470 \\ 0'01266 \\ 4'47209 \\ 4'85912 \\ 9'47837 \\ = 19'33'51 \end{array}$$
  

$$\begin{array}{r} 13'43'45 \\ 2'24 \\ 13'46'09 \\ 90'00'00 \\ 76'13'51 \end{array}$$
  

$$\begin{array}{r} 37'46 \\ 37'56 \\ 41'53 \\ 76'14 \\ 156'05 \\ 78'02 \\ 37'56 \\ 40'06 \end{array}$$
  

$$\begin{array}{r} 39'4 \\ 275'8 \\ 2'27 \\ 2'25'01 \\ 2'75 \\ 2'22'26 \\ 8'34 \text{ AM} \\ 0'12779 \\ 0'01266 \\ 4'31'669 \\ 4'80897 \\ 9'26668 \\ 2036'20 \\ 2'22 \\ 20'33'58 \end{array}$$

10:27:55 = 37:46  

$$\begin{array}{r} 19'26 \\ 10'47'21 \\ 20'33'21 \\ 9'48'00 \end{array}$$
  

$$\begin{array}{r} 37'56 \\ 42'50 \\ 76'14 \\ 157'00 \\ 78'30 \\ 37'56 \\ 40'34 \end{array}$$
  

$$\begin{array}{r} 0'13470 \\ 0'01266 \\ 4'29966 \\ 4'81314 \\ 9'36116 \\ = 20'32'43 \\ 2'22 \end{array}$$
  

$$\begin{array}{r} 10'27'55 = 37'46 \\ 19'26 \\ 10'47'21 \\ 20'33'43 \\ 9'46'22 \end{array}$$
  

$$\begin{array}{r} 37'56 \\ 41'50 \\ 76'14 \\ 156'00 \\ 78'00 \\ 37'56 \\ 40'304 \end{array}$$
  

$$\begin{array}{r} 0'12779 \\ 0'01266 \\ 4'31'788 \\ 4'80867 \\ 9'36700 \\ = 20'36'05 \\ 2'22 \end{array}$$
  

8:43 AM, 10:27:55 = 37:46  
 heading to the N.  
 3<sup>rd</sup> Big wave from the N.  
 quite number of Birds (about)  
 right Shutter 7<sup>th</sup> light S.E.  
 rounds corner 7<sup>th</sup> corner  
 up sails Plenty of fish

10:27:55 = 37:46  

$$\begin{array}{r} 19'26 \\ 10'47'21 \\ 20'33'21 \\ 9'48'00 \end{array}$$
  

$$\begin{array}{r} 37'56 \\ 42'50 \\ 76'14 \\ 157'00 \\ 78'30 \\ 37'56 \\ 40'34 \end{array}$$
  

$$\begin{array}{r} 0'13470 \\ 0'01266 \\ 4'29966 \\ 4'81314 \\ 9'36116 \\ = 20'32'43 \\ 2'22 \end{array}$$
  

2<sup>nd</sup> 1<sup>st</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>st</sup> 22<sup>nd</sup> 23<sup>rd</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>



1629<sup>00</sup> ~~Monday~~ Tuesday Apr 29<sup>th</sup>

1983

10' 37' 13" = 43' 01"  
 19' 29' 10"  
 11' 16' 44"  
 11' 03' 44"  
 9 49 00  
 13-  
 135-13-  
 12  
 147-15-  
 4' 37' 13" = 40' 50"  
 19' 29' 10"  
 8' 10' 43"  
 13-02-06  
 9 31 21  
 135-43-  
 12-43-  
 147-50 1/4  
 39' 03"

43' 11" 0' 1365-8  
 43' 06" 0' 01325-  
 7 53 53 4' 18 52  
 16 21 2 4' 7 53  
 81' 06" 9' 127 88  
 43' 11" 21-08-16  
 37' 53" 2' 32  
 2' 05-44  
 3 25 100

14' 10' 43" = 47' 00"  
 7 50 7-50  
 14' 02' 53" 72  
 2' 21 41 41  
 14' 05' 14" 2-21  
 9 00 00 2' 34' 22  
 7 55-44 6 261  
 2' 31' 61

373  
 7  
 2611

Come in with strong S E

winds come N.E. all sail

9<sup>30</sup> AM come to N.E. corner

hailed to wind heading

E pulled light sail and upper

fore top had some plump

352

2467

Light S 3 wind getting lighter

163 3<sup>30</sup> PM. Thursday Apr. 30<sup>th</sup>

5-21' 30" = 34' 58"  
 19' 32' 10"  
 5-41 03 35-08  
 15-36-59 43' 30  
 9 3-3-57 75' 36  
 15-  
 135-43-  
 13 14 1/4 41' 59  
 147-59 1/4  
 139 44  
 1356  
 347 24  
 725-37  
 77' 07 9133691  
 35-08 3-89-39  
 12 2 20  
 15-36 59

14' 29' 27"

Come

in with

thick

fog

rain came down

147-59 1/4 top sail heading to the E S E 10<sup>th</sup> then

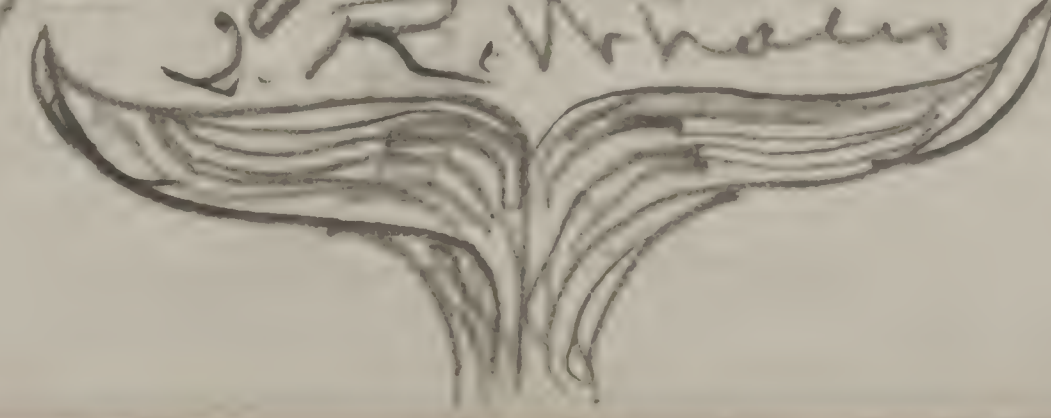
10<sup>30</sup> R.A. from N.W. winds 12<sup>00</sup> lower

3<sup>00</sup> Boat Back. Big swell 40 wind

saw 2 R. Whales 6<sup>th</sup> whale still in

sight - 7<sup>00</sup> PM light air from N E whale

still in sight - 9<sup>00</sup> PM N.E.





164

Friday May 1<sup>st</sup>

903

This day comes in with E gale under lower topsails and stay sails heading to the S & E 7<sup>th</sup> Am more round heading S & E Plenty of Finbacks and Birds 3<sup>rd</sup> wind moderating and set in with 7<sup>th</sup> Pm. 7<sup>th</sup> winds thick fog

14° 47' 57"	64° 44'	330
7° 40'	74	2310
14° 40' 17"	74	
2° 18'	2-18	
14° 42' 35"	2° 37' 11"	
90° 00' 00"	231	
75° 17' 25"	2° 48' 80"	

165

Saturday May 2<sup>nd</sup>

15° 06' 13"	64° 44'	309
7° 30'	44	2163
15° 06' 13"	7° 30'	
2° 15'	2-15	
15° 06' 07"	2° 36' 44"	
90° 00' 00"		
74° 38' 53"		

This day comes in with thick fog rain and wind from N. N. E. 8<sup>th</sup> AM, cleared more round steamed 3 plenty fish and Birds Noon set upper main and Jib course the same 7<sup>th</sup> Pm thick fog 7<sup>th</sup> winds

166

Sunday May 3<sup>rd</sup>

15° 24' 13"	64° 44'	287
7° 20'	74	30396
15° 24' 13"	7° 20'	
2° 15'	2-15	
15° 24' 03"	15° 16' 53"	
12° 3' 04"	15° 19' 08"	
7° 35' 01"	90° 00' 00"	
77° 40' 52"		

19° 38' 31"	21° 17'	0° 13' 179
19° 35' 01"	22° 23'	0° 13' 71
9° 56' 31"	74° 41'	4° 47' 371
	73° 41'	4° 84' 489
	38° 12'	9° 46' 610
	74° 37'	

This day comes in with strong

7<sup>th</sup> winds rain and snow squalls Noon pulled down fore top sail and hauled to the 7<sup>th</sup> and blowing harder 3<sup>rd</sup> the same 6<sup>th</sup> clear and Big sea on Bar Low and Rising fast



167

Monday May 4<sup>th</sup>

1903

4:42:48 = 43:19 2:59 Pm. 15:44:50 = 7:20 260-  
 19:44 10 0'12288 7:20 44 7  
 5:02:32 43:29 0'1634 15:34:30 13:2 145:5-  
 14:57:43 21:04 0'01634 212 2-12  
 9:55:11 74:23 4'26131 15:36:42 3'12:61  
 13- 13- 79:29 9'16975 174:23 18 3-10:76  
 13: 43:3 3/4 43:29 = 3:00-34 comes in with strong  
 148:47:5/4 36:00 12 3 11 7k winds hauling

to the N. corner 8 by 10. wonderful weather  
 all sail at 3<sup>rd</sup> Pm. some drift-stuff  
 7<sup>th</sup> Pm. wind from the N. corner S.W. all sail

168

Tuesday May 5<sup>th</sup>

1903

This day comes in with light S.E. 15:59:27 = 7:8 2443  
 winds come S.W. all sail 10<sup>th</sup> 15:53:17 2:09 170:1  
 pulled light sails & 1<sup>st</sup> Pm. Passed 209 3:18:72  
 round to the N. 1<sup>st</sup> pulled 15:15:48 6 1:20  
 74:03-34 3:17:02

Up sails coming on a beat  
 3<sup>rd</sup> Pm. too under lower main top sail heading  
 to the S.E. thick and rough at times saw  
 large sun fish 12<sup>th</sup> Lat 39° 58' N  
 Halibut followed Big sea running from  
 the S.E. 7<sup>th</sup> Pm. laying under van poles  
 heavy gale and an awful sea

gale



169

Wednesday May 6<sup>th</sup>

1908

Corn in mill & 8<sup>th</sup> wind Big  
mill from the S. & under rain  
The 10<sup>th</sup> set lower top sail

16	16	40	(10) 422	224
	7	10	43	1340
16	09	30	2-09	
	3	19		
16	11	39	3'24'29	
90	00	00	1'34	
73	48	213	2273	

wind hauling to the S.W. and  
light moon. Lat. 40° 15'

1<sup>st</sup> set in foggy 3<sup>rd</sup> wind hauling to the N -  
more round heading to the S.W. under lower  
top sails Bar. very low all day 7<sup>th</sup> Everything the same

170

Thursday May 7<sup>th</sup>

4'49'01 = 44'21  
19'53

16 2'11280

16	33	37	42	198
	7	06	126	1886

5'08'54 44'31  
14'37'37 39'32 1'01825-  
73'31 4'28896

16	26	37	2-14
	2	06	3'2932

9 48 43 15'7'344'75054  
15- 78'479'17055

16	28	43	135
90	00	00	7'94
73	31	1733	

135- 10 3/4 44'31 3-01-04  
12- 10 3/4 34'1612 3'27

147' 10 3/4

23737 W. N.W. gale heading  
to the S.W. under

lower top sails 7<sup>th</sup> AM full lower  
top sail round hauling moon to the  
N.W. heading S.W. some sail Bar.  
Rising Big sea on 7<sup>th</sup> fine weather  
over had set lower full top sail heading  
to the S.W.



171 3<sup>00</sup> Pm Friday May 8<sup>th</sup> 1908

4'50'16 = 44'42  
 19'56  
 3'10'12 44'53 0'10817  
 14'57'48 38'47 0'01887  
 9'47'36 73'14 0'01887  
 156'5-31 4'30 213  
 78'26 44'5-3 9+17182  
 33 34 12 3'33  
 2'57'48

16'50'18 175-  
 16'43'28 112'5-  
 14'45'31 3'33'90  
 90 02 00 1'12  
 73'14'29 3'32'68

Come in with  
 light N. it winds  
 come S. it saw 8 line

Bound to the E. Yoon. Sulphur Bottom 8  
 light - air from the N. corner the same

172 7<sup>56</sup> Am Saturday May 9<sup>th</sup>

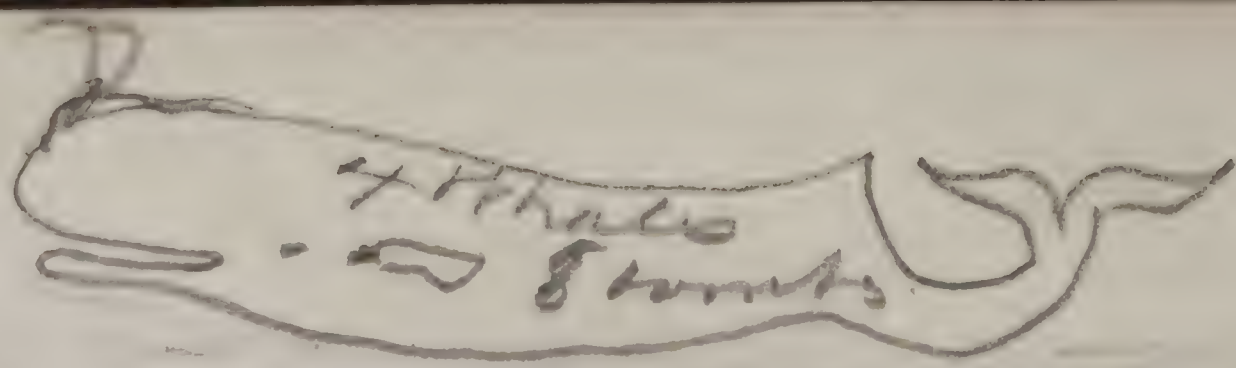
9'49'00 32'45-  
 19'59  
 10'08'39 32'5-5 0'10337  
 19'51'40 37'3-9 0'01948  
 9'42'41 72'5-8 0'01948  
 143 3-27 49133 5-  
 71'5-6 41 341  
 32'5-5 941 341  
 39'01 19'55'24  
 3'34  
 19 51 40

17'06'41- 157  
 10'5-7  
 6'50  
 6'5-9'5-1  
 2'03 3'37'73  
 17'01'54 1'05-  
 90 02 00 3'36'68  
 72'5-8 06 7<sup>56</sup> am

3<sup>00</sup> Pm  
 Lat: 37'51.  
 Long. 145' 18-30  
 20 miles from Port. No. 1  
 3<sup>00</sup> come S. N. by S. 4<sup>00</sup> Pm come S. by E  
 7<sup>00</sup> Pm come too. heading E under short  
 sail saw faint light and Sulphur Bottom  
 Tide Rises

10'35'40: 33'15-  
 24'5-5-  
 10'09'45- 33'25- 0'10337  
 19'54'12 37'5-9 0'01948  
 19'44'27 72'5-8 4'48'5-68  
 13-44 27 44'22 796 68  
 13-44 27 44'22 796 68  
 13-44 27 44'22 796 68  
 19'57'46  
 3'37  
 19'54'72





173 3.22 Tuesday May 10th 1900

5-19-30 = 41-10	17-22-48	40	121
20-03	6-40	6-40	7
5-39-32	17-16-08	40	8-9-16
15-20-53	2-00	2-00	
9-41-21	17-18-08	3-41-00	
14	90	89	
135	7-41-52	3-40-20	
10 13 1/4			
145-20/4	3-24-38		
	12 3 40		
	13-20-53		

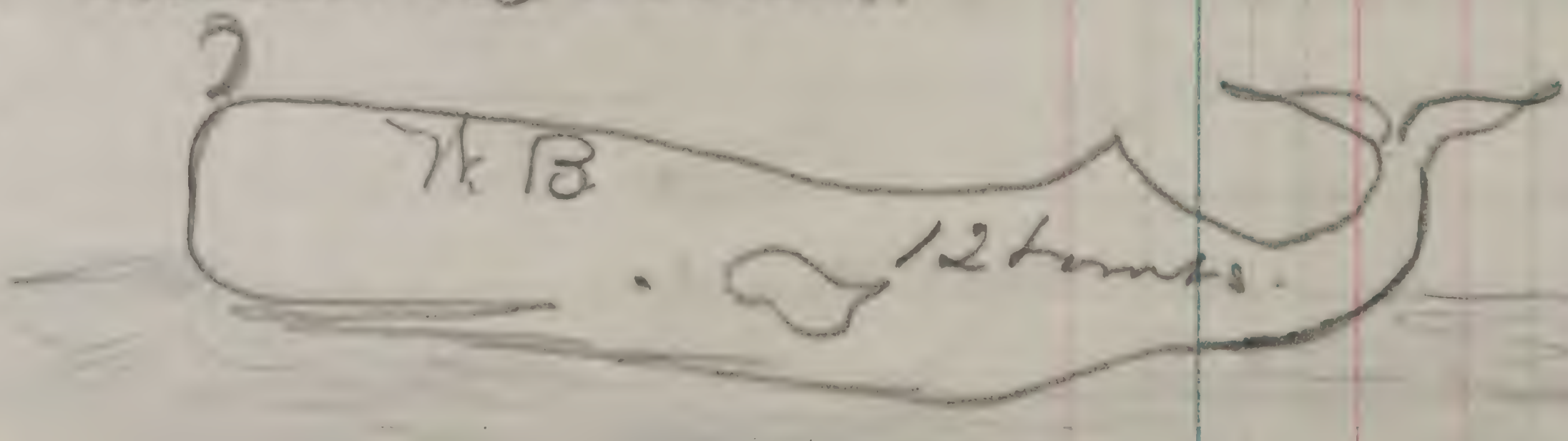
Comer in with blowing  
Reminds 6<sup>th</sup> Comer  
8.8 E 7<sup>th</sup> 2 1/2 9<sup>th</sup>

Lownd all four boats struck Noon Moderate  
Reminds Big small Bad day for Whaling  
5<sup>th</sup> P.M. 8 Whales along pulled away thing  
Just Whiggen stay sail 8<sup>30</sup> P.M. 4 Whales  
along side of B. H.B. T.B. B. S.B. 8 Bombs 2. D. L.

174	3 <sup>th</sup> P.M.	Monday May 11th	39	104
4-51-15 = 46-46			39	104
20-03			10	79-8
5-11-20	46-46	02077	17-38-37	6-30
14-52-13	36-38	31788	6-30	39
9-40-53	12-26	71268	17-32-07	1-57
135	156-00	46-87	7-34-04	1-57
10 13 1/4	78-00	2-5-5-52	90	3-43-88
145-20/4	46-56	12 3-4-9	72-25-56	79
	31-04	145-2-13		3-43-09

Comer in with  
Calm 5<sup>th</sup> Hooked  
on 7<sup>th</sup> on Whales in  
3<sup>th</sup> P.M. Whales  
to the 7<sup>th</sup> large school. L.H. 4<sup>th</sup> P.M. Lownd

3 boats H.B. struck 9<sup>th</sup> P.M. whale along side  
Calm. large body of large whale working to the  
E. slowly. used 12 tonts.





175 2<sup>34</sup> Pm Tuesday May 12<sup>th</sup> 1908

4-27-33 = 51-33  
 20-08 10  
 4-47-43 51-43 0-09623  
 14-97-55 36-43 - 0-02139  
 9-40-12 72-10 4-225-83  
 13- 160-38 4-68-04  
 135- 80-19 9-0235-1  
 10 3 3-1-43 2-31-41  
 145-33 28-36 12 3-76  
 14-37 3-5

17-5-4-09 = 10-38-2  
 6-20 3-4-20 3-00  
 17-47-49 3-1-4  
 1-5-4 1-5-4  
 17-49-43 3-46-10  
 96-10-50 3-4  
 73-10-17 3-45-54

all hands. Noon case on deck. 2<sup>30</sup> Boiling breeze from the S.E. Laying under stay sails  
 7<sup>00</sup> Pm Everything the same Boiling

176. Wednesday May 13<sup>th</sup> 1908  
 4-52-40 = 46-44 2-58-10 18-09-22  
 20-11 10 0-09670 18-03-02  
 5-12-51 46-50 0-02200 1-54  
 14-53-39 36-50 4-32437 18-04-56  
 9-40-48 71-53 4-71-079 70-00-00  
 135- 153-39 9-15-38 6 71-5-5-04  
 10 12 77-49 2-57-24  
 145-12 46-54 12 3-47  
 30-5-3 14-53-39

raining and boiling 1<sup>00</sup> AM clear and the same plenty of Birds seals Noon wind and weather the same 3<sup>00</sup> Pm Everything the same 7<sup>00</sup> Pm light air from the S.E. and coming on to rain Boiling slowing down &c.



Gale

177

Thursday May 14<sup>th</sup> 1903

Come in with S.E. winds and rain 18° 24' 15" 60 370  
 heading to the S.E. under stay sail 18° 18' 08" 670  
 Boiling 2<sup>nd</sup> cooled down 1' 51" 37  
 S.E. gale with heavy rain squalls 18° 19' 39" 1-51  
 6<sup>th</sup> wind hauled to the S and 90 or 90 3' 48' 51" 21  
 died out with thick fog Big sea. Bar. low. 71 40 61 3' 48' 60

178 3<sup>rd</sup> 1. m. Fri May 13<sup>th</sup>

4° 48' 33" = 45° 42' 10  
 5° 18' 32" 45° 32' 0' 09' 22"  
 15° 20' 14" 37° 06' 0' 02' 32"  
 9° 41' 14" 71° 23' 4' 34' 02"  
 12° 77° 11' 9' 18' 33"  
 135° 13' 12" 45° 32' = 3° 03' 33"  
 10° 31° 19' 3' 00' 04"  
 145° 18' 12"

18° 38' 34" 6  
 18° 33' 34" 3' 49' 28"  
 18° 34' 42" 3' 49' 24"  
 90° 10' 10"  
 71° 23' 18"

Come in with S.E. gale  
 laying under Van Ples. heading to the S. Moon round  
 reducing out lower main top sail and started to  
 boil Big cross sea on Bar Raising. Blubber guile  
 Ripe But sail Pass 3<sup>rd</sup> P.M. wind hauled to the  
 N.W. and getting lighter 7<sup>th</sup> P.M. Big swell and  
 Boiling Bar Raising slowly for fine weather  
 saw land (Hale or canoe) during the day

Gale and Boiling



179 3<sup>00</sup> Pm Saturday May 16<sup>th</sup> 1908

5504-30 = 44" 31  
 20 20 10  
 8-25-10 44-41 0.09380 - in milk  
 15-17-29 36-19 0.02810 - light  
 42-19 71-11 4.38113  
 132-11 471685  
 76-05 9721563 heading 8.49 07  
 44-4 3-11-18 day 71-10 53 3-49 17  
 146-34 31-24 12 3-49 - light made sail Boiling  
 15-07 29  
 Noon wind hauled to the S.W.

3<sup>00</sup> Pm heading S.E. and Boiling 7<sup>00</sup> the same  
 150 boys out. Sunday May 17<sup>th</sup>

3<sup>00</sup> Pm 19" 07' 11  
 4-59-07 = 45-20  
 20 23 10  
 3-19-30 45-30 0.09576 Cornus 19-01-31 3-48 1042  
 15-03-42 36-70 0.02446 19-03-13 3-48 49  
 44-12 15-3 07 471247 70-36-47 3-48 78  
 76-83 9-19929 heading  
 45-30 3-07-31  
 31-03 12 3-49  
 15-03 42 To the S.W. under boom

Top sail Had during the night thunder lightning  
 rain and plenty of winds 6<sup>00</sup> AM finished  
 Boiling saw large Breck on Port bow 9<sup>00</sup> AM  
 Whales to the leeward called them sperm whales  
 10<sup>00</sup> pulled down fore top sail heavy gale from  
 the S.W. but clear 3<sup>00</sup> Pm the same 6<sup>00</sup> Pm  
 men round heading to the S.W. under  
 easy sail



181 2<sup>35</sup> PM. Monday May 18<sup>th</sup> 1903

47° 49' - 10' = 47° 06'	Comes in with	19 20.51	3.47.21	866
2.0.26				
5.4.59 3.6	47.16	0.09566	light	
14.5.1.23	36.39	0.02508		
9.4.5.57	70.43	4.34.56	ans	
15	15.4.3.8	4.6.9.63		
135	77.19	9.16.193	from	
11	47.16	2.58.16	the	
176-29.4	30.03	12.3.48	7.11	
		17.3.5.23		
		19 15.11	23.47.67	462
		1.42		
		19 7.6.53		
		70.43.07		

daylight made all sail saw number of Furbacks 9<sup>th</sup> AM  
 Calm then breeze from Sth heading to the N. 12<sup>th</sup> saw  
 large body of whales to the N. 3<sup>rd</sup> PM Furbacks hauled  
 to wind heading to the Nth all sail 7<sup>th</sup> PM Plenty  
 of Furbacks in sight Put ship under way  
 -sails heading to the N. Bar high

182. Tuesday May 19<sup>th</sup>

This day comes in with thick rain 9.30  
 I got laying on Red Rock head 9.30  
 -ing to the N. saw quite number  
 of seals. Noon heading getting  
 rain Bar falling 3<sup>rd</sup> PM  
 pulled down for 1/2 past noon heading to the  
 Sth still thick and raining 7<sup>th</sup> PM Everything  
 the same

gale



183

2:37 Pm Wednesday May 20<sup>th</sup> 1908

4' 53-25 = 47' 08	10' 32	10	0' 09966	19' 47' 11	3' 20	113
5' 13-37	47' 18	0' 09966	19' 47' 11	3' 20	113	
14' 55-78	37' 21	0' 02624	19' 47' 11	3' 20	113	
9' 41-51	70' 17	4' 336 47	19' 47' 11	3' 20	113	
13-45-6	77' 28	9+16352	19' 47' 11	3' 20	113	
10' 12-3/4	77' 18	2-59-32	19' 47' 11	3' 20	113	
145-27-3/4	47' 18	12-3-44	19' 47' 11	3' 20	113	
	30' 10	14-3-5-48	19' 47' 11	3' 20	113	

Stowed to the N. Big sea 10<sup>th</sup> wind hauled to the N. & heading from N. & E. to N. all sail 3<sup>rd</sup> light. 7<sup>th</sup> 7<sup>th</sup> winds quite small. Bar. Rising slowly. 7<sup>th</sup> heading to the thunder short sail.

184 Thursday May 21<sup>st</sup> 2:30 Pm 1908

4' 44-22 = 48' 42	20' 35	10	0' 09998	19' 34' 40	3' 39' 90	127
5' 04-37	48' 32	0' 02683	19' 34' 40	3' 39' 90	127	
14' 48-21	37' 24	4' 31189	19' 34' 40	3' 39' 90	127	
9' 43-24	70' 04	4' 68965	19' 34' 40	3' 39' 90	127	
13-45	156' 20	9+12132	19' 34' 40	3' 39' 90	127	
10' 12-3/4	78' 10	2-57-02	19' 34' 40	3' 39' 90	127	
145-37	48' 52	12-3-41	19' 34' 40	3' 39' 90	127	
	29' 18	14-48-21	19' 34' 40	3' 39' 90	127	

The E corner of moon calm 3<sup>rd</sup> calm under top sails and fur sail rain at 3<sup>rd</sup> Pm. Bar falling. 4<sup>th</sup> Breeze from the E corner 2<sup>nd</sup> 7<sup>th</sup> Pm. But ship under lower topsails and staysails course N. W. raising saw seals and Finback.



185 2<sup>nd</sup> P.M. Friday May 22<sup>nd</sup> 1908

4'52'39 = 47'12	Comma in	20'12'10	4'50	1'40
30'31			28	
5'13'22	0'10876	20'17'20	4'50	1'20
14'36'03	0'02743		1'27	
9'42'37	4'33073	20'08'47	3'36'39	
13-	4'70245		1'12	
135'38	9'16439	20'00'00	3'37'01	
10	2-59'43	9'51'13		
145'39	3'31			
30'16	14'36'03			

Heading N. thick and  
raining 7<sup>th</sup> set for sail 12<sup>th</sup> whole main and  
Jib Bar Raising 3<sup>rd</sup> Tide Rips and quite sea on  
Heading to the N. 7<sup>th</sup> light air from the N. N. E. 1<sup>st</sup>

186 2<sup>nd</sup> P.M. Saturday May 23<sup>rd</sup>

1'55'26 = 77'02	Comma in	20'24'09	3'32'39
20'71			1'28
5'16'07	0'10347	20'19'19	3'33'57
14'57'42	0'02799		1'28
9'41'35	4'33818	20'20'46	
13-	4'70190	9'00'00	
135'13	9'17144	9'39'14	
10	3-01-16		
145'23	12'3'34		
	17'57'42		

Heading N. thick and  
raining 7<sup>th</sup> set for sail 12<sup>th</sup> whole main and  
Jib Bar Raising 3<sup>rd</sup> Tide Rips and quite sea on  
Heading to the N. 7<sup>th</sup> light air from the N. N. E. 1<sup>st</sup>  
186 2<sup>nd</sup> P.M. Saturday May 23<sup>rd</sup>  
Comma in 20'24'09 3'32'39  
20'71 1'28  
5'16'07 0'10347 20'19'19 3'33'57 1'28  
14'57'42 0'02799 20'20'46  
9'41'35 4'33818 9'00'00  
13- 4'70190 9'39'14  
135'13 9'17144  
10 3-01-16  
145'23 12'3'34  
17'57'42  
with calm 8<sup>th</sup> light breeze  
from the N. N. E. heading  
to the N. all sail run round wind hauled run  
round N. N. E. heading N. N. E. 1<sup>st</sup> P.M. backed heading  
N. S. E. all sail set Bar Raising 3<sup>rd</sup> heading N. S. E.  
7<sup>th</sup> Put ship under whole top sails heading to the  
N. saw some drift stuff and quite number of  
lands

Crown  
3 3/2  
Wiles  
a/2nd  
11  
11  
and  
5 4 8/11



117 Sunday May 24<sup>th</sup> 1903

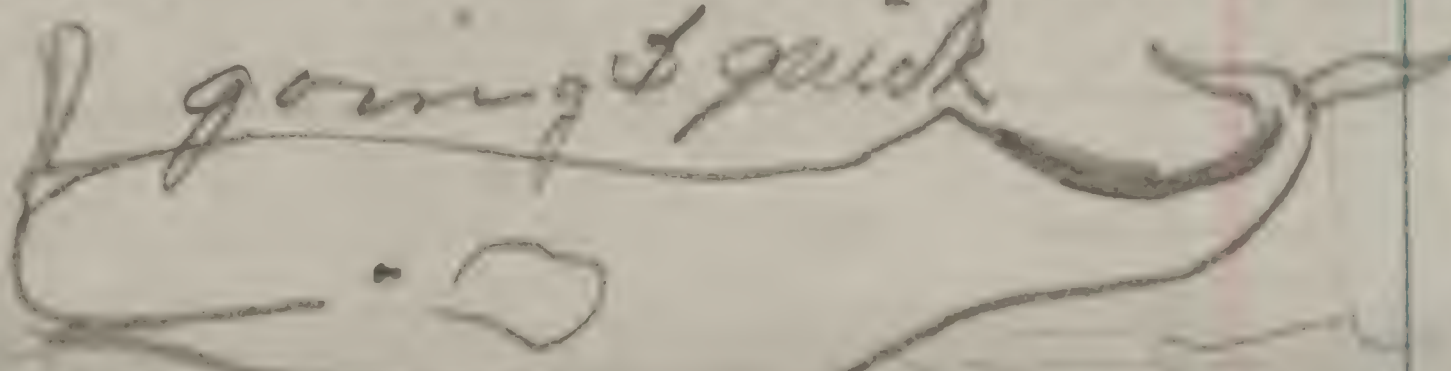
45.56.59 = 45.38	237.00	20.35.47	290	203
30.44		2.50	4.50	
5.17.43	48.38	20.30.57	29	143.5
14.51.25	37.25	1.27	1.27	
9.33.42	69.29	20.32.27	3.27.63	
13	18.5.32	90.00.00	1.43	
137.15.12	77.46	69.27.36	3.39.06	
143-25 1/2	9.14.20.2			
	78.38			
	29.08			
	12.3.29			
	14.51.35			

Came in with strong 7 N.W. winds heading from N.W. 2 N.W. 1/2 S under top sails and foresail Noon wind and the latter the same but blowing 3<sup>rd</sup> from same direction of foremast 7<sup>th</sup> heading E. 7/8 wind light.

188 3<sup>rd</sup> Mon. Monday May 25<sup>th</sup> 1903

5.02.52 = 46.52	Came in with	20.47.03	227
20.47		4.40	13.8.9
5.33.39	47.02	0.09.87	Calm 7 <sup>th</sup>
13-04.05	37.11	0.02.90.8	
9.40.26	69.16	4.37.65.2	S. 1/2 9 <sup>th</sup>
135-6 1/2	103.29	4.69.30.1	
10	76.47	9.19.93.1	bound 9 <sup>th</sup>
145-6 1/2	47.02	3.07.29	rhales 8.9.16.13
5.13.05	29.42	3.04.05	going quick to the S. Chased
20.47	44.40	0.98.79	until 1 <sup>st</sup> Port Estate back
5.35.52	37.11	0.29.08	
13-12.33	69.16	3.97.18	saw firtackles 3 <sup>rd</sup> light S.E.
9.36.41	15.1.07	7.10.56	winds came 7 N.E.
13	75.33.9	3.35.27	Then 7.7 <sup>th</sup> pulled light sails
139	44.40	3.15.57	and steering 7.1. Plucky
144	30.5.3	12.3.24	
	13-12.33		

of birds & some passed round to the the going quick





189

Tuesday May 26<sup>th</sup>

1903

Lat 38 30 N.

3<sup>00</sup> 2<sup>00</sup> 1<sup>00</sup> m.

20 57 59

270

248

Long 143 07 E.

20 53 29

27

147 316

Comes in with 8 winds

20 57 50

27

Comes in with 6 = 7. 11.

20 57 50

27

8 = 11 by 7. 9<sup>30</sup> saw and

69 05 70

173

garmond C. H. Morgan

3 17 50

3<sup>55</sup> Open sun No truly wind hauled to the S.E. and light 7 = 8 being attack in Kackowal. Plenty of tentacles

190 Capt. Wednesday May 27<sup>th</sup>

269

21 08 30

260

188 3

This day comes in with

21 04 12

26

light 8 E winds

21 05 36

26

15<sup>00</sup> in sight - comes

21 05 36

26

7 11<sup>00</sup> saw white whale

68 34 30

188

Called him finback 10<sup>00</sup> came 7. rainy

quite lot of drift - stuff middle part

the same saw Kellus jumping finback

grampus but up S.W. 3<sup>00</sup> light air

from the S of E. dark came too attack

furled light sail



1913 Thursday May 29<sup>th</sup> 1913

$$11-12-38 = 48.02$$

90<sup>th</sup> a.m.

$$2108.44 = \frac{2108.44}{10} = 210.844$$

$$\begin{array}{r} 11-12-38 \\ 30-34 \\ \hline 11-33-30 \\ 21-04-03 \\ 9-30-33 \\ 15- \\ \hline 135-30 \\ 1-38 \\ \hline 142-38 \end{array} \begin{array}{r} 49.02 \\ 39.27 \\ 68.44 \\ 13-7.13 \\ 78.36 \\ 49.12 \\ 29.34 \\ \hline 48.19 \end{array} \begin{array}{r} 0.11221 \\ 0.03063 \\ 4.29591 \\ 4.69328 \\ 9.13205 \\ 2.107-09 \\ 3.06 \\ \hline 21.04.03 \end{array}$$

$$\begin{array}{r} 2108.44 \\ 4.10 \\ \hline 2114.34 \\ 1.13 \\ \hline 2115.47 \\ 9.10 \\ \hline 2124.57 \\ 68.44 \\ \hline 2193.01 \end{array}$$

Thursday comes in with

light breeze heading to

The H.S. Hall sail 9<sup>th</sup> land

Yournada, made by Crown

28' away from land - 18' miles

10<sup>th</sup> - commenced heading

to the E. all sail set & setting

7<sup>th</sup> heading & pulled light sail up from

up sail and pulled down

192, 2<sup>nd</sup> Bn Friday May 29<sup>th</sup>

Come

in

with

gale

head

under lower

sails and stay sail

from wind moderating and reduced force

B.H. some sail 3<sup>rd</sup> 1<sup>st</sup> m. Evening the

some 7<sup>th</sup> 1<sup>st</sup> m. Planing R.H. full

Gale moderating

$$\begin{array}{r} 4-57-44 = 47.26 \\ 20-38 \\ \hline 5-11-42 \\ 14-57-39 \\ 9-31-37 \\ 15- \\ \hline 135-30 \\ 9-14 \\ \hline 144-44 \end{array} \begin{array}{r} 47.36 \\ 39.42 \\ 68.34 \\ 13-3.2 \\ 77.56 \\ 47.34 \\ 30.20 \\ \hline 47.34 \end{array} \begin{array}{r} 0.11385 \\ 0.03112 \\ 4.32023 \\ 4.70332 \\ 9.16854 \\ 3.28.38 \\ 12.2.59 \\ \hline 14.5-7.39 \end{array}$$

$$2128.34 = \frac{2128.34}{10} = 212.834$$

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193 30<sup>th</sup> Saturday May 30<sup>th</sup> 1908

5-09-21 = 44-28	21-01	3-17-10	21-38-02
8-30-22	44-28	2-51-21	3-38
15-14-09	38-23	3-14-09	3-41-2
9-43-47	68-23		1-09
13-	152-26		2-35-21
135-43-3/4	76-13		2-49-20
10-11-3/4	44-38-9	Comer	2-28
145-36-3/4	31-35		2-51-48

in with strong S. winds heading  
to the E S E all prudent sail from wind and  
Weather the same 3<sup>rd</sup> PM. Everything the  
same 7<sup>th</sup> PM strong S. S. winds come round  
put ship under lower top sails and stay sails  
Bar falling

194 Bay Out Sunday May 31 <sup>st</sup>	21-47-07	2-22-2	3-40	3-43
Common with S. gale heading	3-40	22		
to the E S. E under lower	21-43-27	1-06		2-40-1
Main topsail and stay sail	1-06			
6 <sup>th</sup> AM. from ship heading	21-44-33	2-41-18		
To the the Yarn set in thick and rainy 2 <sup>nd</sup> PM	90	2-40		
put down Main topsail and stay sail	64-13-27	3-43-5-8		
Bar falling 3 <sup>rd</sup> PM Everything the same				
7 <sup>th</sup> Heavy Squall from the S. S. E. Bar falling				
thick rainy and Big sea running				



190- Monday June 1<sup>st</sup> 1903

4' 53-03 = 46' 46	21' 55-49	21' 55-49	366
21' 08	3' 38	2' 32-76	2' 32-76
8' 16-13	46' 58	0' 11343	0' 11343
15-02-53	39' 38	0' 03248	0' 03248
46' 40	68' 07	4' 34043	4' 34043
13-4' 43	4' 70396	4' 70396	4' 70396
77' 21-9	19030	77' 21-9	77' 21-9
46' 58	3-05-28	46' 58	46' 58
30' 33	12' 2' 35	30' 33	30' 33
15-02-53	15-02-53	15-02-53	15-02-53

corns in with  
bring  
sails course & all  
sail Big small from

The S. Yarn. light 7 ft. in course & 8 ft  
Bar Rising 5<sup>th</sup> 10m Calm plenty Sulphur Bottom  
8<sup>th</sup> surge from the S Bar. High

196 Dump Out - Tuesday June 2<sup>nd</sup>

4' 51-11 = 48' 27	2' 57	22' 04-05 =	376
21' 11	2' 57	8-20	2' 43-2
8' 12-22	48' 37	3' 30	20
14' 55-04	39' 20	22' 00-45	22' 00-45
42' 42	67' 58	68	2' 23-93
153-55	4' 31966	22' 01-78	2' 23-93
77' 37	4' 69010	22' 00-00	2' 23-93
48' 37	2' 57-31	67' 48-12	2' 36-56
29' 30	2' 55-04		

corns in  
with light  
8 ft 10m in  
heading to  
the S. all sail Yarn Course

8<sup>th</sup> by barrow hauled to the S+E 8<sup>th</sup> good looking  
material big slicks quite smooth course 8<sup>th</sup> by S.  
7<sup>th</sup> 10m pulled light-sails heading to the S & S. plenty  
of slicks & ricks &c



197

Wednesday June 30<sup>th</sup>

1913

Commenced calm thick

fog plenty of fimbriae

feed seals and Birds

Went to No. 1 Char

S.S. Harbours heading

S.S. & 3<sup>rd</sup> from round wind headed to

the H.S. Harbours heading to the

S. 7<sup>th</sup> light H.S. Harbours heading under

easy sail

198. 233<sup>rd</sup> Pm. Thursday June 4<sup>th</sup>

4.33.00 = 5.2.50

4.34.17 5.3.00 0.10848 - Bagins

13.34.13 38.20 0.03371

0.39.56 6.7.43 4.23998 - with

13.34.13 79.31 9.04889

13.34.13 3.3.00 3.36.21 4.3.00

144.59 2.6.31 12.2.01 13.34.13

Made sail heading S.E. wind from

S.E. saw squid fimbriae Birds & 10<sup>th</sup> count

S.H. 4.5. 2<sup>nd</sup> fimbriae fly jib M.T.G. and main

sail break away from the H.S. 3<sup>rd</sup> Pm

tide Rips Dr & Pm put ship under

down top sail Strong breeze from N.W.

Big sea

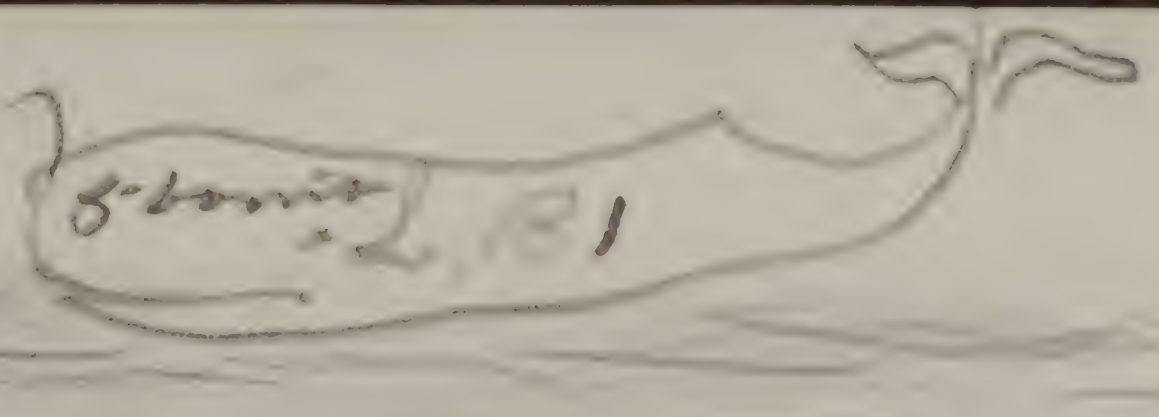
22.12.05 = 19.0  
3.10 3.10 391  
22.08.33. 19.0  
3.7 3.7 273.7

22.0.38 2-14.73  
90 273  
673-2.02 2.17.46

22.19.38 18.0  
3.00 10 406  
22.16.31 3.4 284.2

2.77.25 205.8  
90 284  
2.05.02  
6742.33





199.2<sup>55</sup> Fri. June 5<sup>th</sup>

1908

4:55-38-48.44	corner in	22.26.48	21.28	429
21.20		2.50	13	2940
5:16.38	48.54	0.09794	with	
14:57.07	37.03	0.03412	light	
9:40.09	67.35	0.35968	light	
		66970	It	
13.3.32	9.16144			
13.3.32	76.46	2.59.09		
10.2.4	48.34	12.1.3.8		
145.2.4	27.5.2	17.5.7.07		

heading to the S. made

all sail plenty furlacks. 12<sup>th</sup> corner E.  
 3<sup>rd</sup> P.M. saw S.W. + 5<sup>th</sup> corner L.B. Shuck  
 took whale to ship 8<sup>th</sup> P.M. school Bells  
 going quick to the N.E. furlled everything  
 Boats crew watched used 5-Boms 434

200. 2<sup>55</sup> Sat. June 6<sup>th</sup>

1908

5:00-12=47.24	corner in	22.80.34	21.28	429
21.23		2.50	13	2940
5:21.35	47.84	0.09861	with	
3:04-15	37.10	0.03442	light	
9:42.40	67.28	0.38062	light	
		67913	also	
10-2.12	39.285			
13.3.32	76.06	3.06.03		
10.2.4	47.34	1.48		
145.2.4	27.5.2	3.04.15		

The 4<sup>th</sup> 5<sup>th</sup> Hooked

on 7<sup>th</sup> whale in saw

Wm B.K. 1 B.M. 1 Jap. whaling 8<sup>th</sup> P.M.  
 Chardecks drilling gunned at N. Margon  
 Capt and Wife cabin on board Margon  
 nothing since last report. Stead to the S.  
 dark furlled light sails atack Boring



201, 2<sup>nd</sup> Pm Sunday June 7<sup>th</sup> 1903

4.52.37	48.47	Cornu in water	22.39.56	61.35.0	447
21.26	1.11		2.30	2.30	
5.13.6.3	46.67	1099 ft light	22.37.36	18-	3129
14.57.32	37.23	1034.80			
9.43.39	67.22	356.98	22.39.11	1.34.49	
135	10.3.42	670.18	90.00.00	3.12	
135-48.30	76.57	161.82 on rock	67.21.49	137.61	
135-48.30	48.57	259.10			
135-54.30	27.54	12.136 lacks			
		8732.4			

finished boiling saw Kellie  
saw B<sup>e</sup> to the N. started N. 5<sup>th</sup> Pm. jammed  
Alice Knowles 230. Spinnin Reports Standeen  
50 yds. saw A. Hicks cutting 9<sup>th</sup> Pm heading  
S.H. under top sails

202 Monday June 8<sup>th</sup> 1903

Lat 37.17 <sup>n</sup>	Cornu in water	22.43.33	61.17.0	459
		2.20	2.20	
Long 70.00 light of E. inside		22.43.33	32	322 1.3
Heading to the S.H. 6 <sup>th</sup> Whales		22.47.15		
all in sight lowered S.H.		90.00.00		
		67.13.45	1.23.64	

The B. L. T. with B. rolled over S.H. missed  
saw one whale T.L. 4<sup>th</sup> Pm. A. Knowles struck  
Yarn started to cut. Sattely N gale thick and  
rainy heading to the E. West Store Vidy all  
over boiling Mrs A.K. to the N. 7<sup>th</sup> Pm. run round  
heading to the S.H. pulled down for top sail  
Boiling

*John W. Knowles*



203. 2<sup>nd</sup> Pm.

Tuesday June 9<sup>th</sup>

1903

4:37.24 = 49.43 Cornu in with 22.51.29 = 470  
 21.36  
 4:51.2.6 29.53 0.09803 32.49.18 1.12.5-329.0  
 4:53.57 37.04 0.03544 39 329  
 5:41.01 67.10 4.35044 22.49.38 1.15.80  
 4.65983  
 18-4'079 14343 heading 90  
 13-12-1/4 77.03 2-55-13 to the 7:27.10 7'10'02  
 10 79.53 12 116  
 145-15/4 27.10 14.53.57 under easy sail Boiling

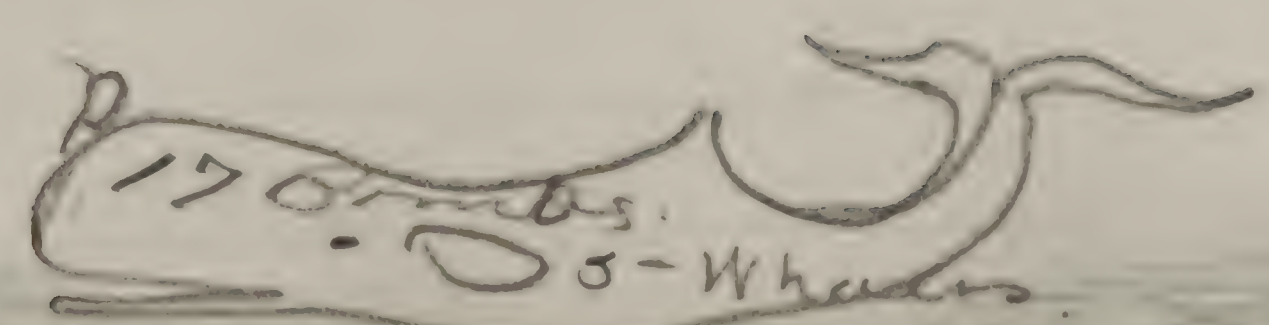
5<sup>th</sup> finished boiling and blown down 32 Bt 6yd  
 upon all sail Began at 15<sup>th</sup> to the S. O. R. Boiling  
 took in Boat Put out boat from top of house  
 3<sup>rd</sup> light air from the 7<sup>th</sup> 7<sup>th</sup> Pm. Put ship  
 under heavy top sails and stay sail light air  
 from 7<sup>th</sup> heading to the 7<sup>th</sup> A. M. in sight.

204.

Wednesday June 10<sup>th</sup>

481  
 3367

Began with light S winds 5<sup>th</sup> 32 35.40 = 1.04.47  
 Made sail stand 7<sup>th</sup> Plenty of 32 35.40 1.04.47  
 Birds 10.30 saw and landed 22.55.76 for school  
 5<sup>th</sup> 4 B rats struck sand 30.52.22  
 5-5.30 Back to ship 2<sup>nd</sup> Pm 67.04.44 dinner  
 4<sup>th</sup> Pm Hooked on cut in 3 Whales let the other  
 7<sup>th</sup> lay until morning  
 L. B. A. B. / T. B. B. / S. B. B. used 16 Bomb  
 last / D. gun. Whales working to the 7<sup>th</sup> slowly  
 then raised but went to the S. after they thought





205 8:29 AM Thursday June 1<sup>st</sup>

1903

10:46:50 = 47:05-	21:38	10	10073	20:51:16	22:59:36	0:49:46 = 49/
11:08:31	47:15-	10	035-97	22:59:36	1:30	3:43
20:50:35	37:32	10	38821	23:00:09	3:3	3:43:7
9:41:57	67:00	10	69052	23:00:09	3:3	0:5-2:89
18:15-	141:47	10	20443	23:00:09	3:3	Comes in
10:14:14	75:53	10	20443	23:00:09	3:3	with light &
145:29/24	47:45:42	10	20443	23:00:09	3:3	Hooked on 12 <sup>th</sup>
3:01 PM	48:11	10	10112	23:00:09	3:3	clear deck Boiling
4:58:25	47:11	10	10112	23:00:09	3:3	Heading to the St.
5:00:03	47:21	10	10112	23:00:09	3:3	under way
15:17:16	37:36	10	10112	23:00:09	3:3	sail 3 <sup>rd</sup> light
15:13	67:00	10	10112	23:00:09	3:3	gives from the
15:13	67:00	10	10112	23:00:09	3:3	Heading the same
15:20:03	75:54	10	10112	23:00:09	3:3	Boiling 2 <sup>nd</sup> PM everything the same
15:02:11	47:21	10	10112	23:00:09	3:3	Friday June 2 <sup>nd</sup>
9:42:08	28:37	10	10112	23:00:09	3:3	

206

Begins with rain  
 fog gale from S & E hauling  
 to the E Boiling Bar.  
 low, 12<sup>th</sup> light winds 66:55-22 from  
 the E. Thick fog Boiling Repairing  
 Boat Big sea running 6-8 PM. from  
 around heading to the S & E thick  
 fog Boiling Bar. Raising under  
 down main top sail and staysail  
 9<sup>th</sup> PM thick and rainy Boiling  
 Bar. Raising slowly.



207 2<sup>nd</sup> Pm Saturday June 13<sup>th</sup> 1903

$4-04-02 = 59-23$  Corns in with  $23-09-46$  0:25:46 5:09  
 $21-44$  10  
 $4-25-46$  59-33-09976 thick fog  $23-08-16$  0:29:02 3:56:3  
 $4-05-17$  37-22-03643  
 $4-39-31$  66-57-14980 and calm  
 $16-3-46$  5-7-978  
 $108-45-3/4$  51-53-86574 1<sup>st</sup> Clear  $23-08-43$  Boiling  
 $14-57-41$  37-22-09976 Made  $90-44-10$  from Calm  
 $4-56-10 = 49-15$  20 12 0:5:17 soil  $66-51-17$  with fog squall  
 $21-44$  10 saw large truck S.W. 3<sup>rd</sup> Calm.  
 $5-17-54$  49-25-37-22-09976 Boiling 6<sup>th</sup> Stone Beach Bound  
 $4-57-41$  37-22-09976 2<sup>nd</sup> 7<sup>th</sup> 9<sup>th</sup> Plenty grampus finback.  
 $4-40-07$  66-57-03643  
 $15-3-38$  35-886  
 $76-4966298$  finished Boiling 11<sup>th</sup> Pm  
 $145-13/4$  27-34-2-5839  
 $2-37-41$  5:17

208 2<sup>nd</sup> Pm Sunday June 14<sup>th</sup> 0:13:16 3:41:9

$4-57-01 = 48-56$  21-77 18  
 $5-18-48$  49-06-10044 Corns in  $23-13-19$   
 $4-59-35$  37-22-03667  $23-13-19$   
 $66-77$  36236 with E.W.  $23-13-19$   
 $4-40-47$  153-22-66562 winds  $90-44-10$   
 $76-419+165-09$  from Calm  
 $49-06$  2-54-53  
 $27-33-12$  17-59-33 Ran till 114-19 lbs finback  
 3<sup>rd</sup> Pm light airs from the S. heading to the S.E.  
 Every thing set - Plenty finbacks around  
 Passed plenty of junk & scraps.  
 Put boat on lower deck  
 Again



209	273	200	Monday June 15 <sup>th</sup>	1908
				32

$$\begin{array}{r} 145-28-3/4 \\ 10-18-3/4 \\ 135- \\ \hline 145-28-3/4 \end{array}$$

$$\begin{array}{r} 51-32 \\ 10 \\ \hline 51-42 \\ 37-43 \\ \hline 66-44 \\ 136-11 \\ \hline 78-05 \\ 51-42 \\ \hline 26-23 \end{array}$$

$$\begin{array}{r} 10199 \\ 13684 \\ \hline 31490 \\ 64775 \\ \hline 9+10148 \\ 3-4633 \\ \hline 14-4424 \end{array}$$
 Corn in with 23° 16' 28" = 0° 10' 69" 523  
 light 23° 15' 31" 0° 04' 35" 5661  
 S S it 23° 15' 39" 90 to 10  
 wind 90 to 10  
 head to 4421 ing to the it.  
 then 7 it. then 7 E saw.

$$\begin{array}{r} 135 \\ 10-12-3/4 \\ \hline 145-22-3/4 \end{array} \quad \begin{array}{r} 78 \quad 08 \quad 9+101 \quad 48 \\ 51 \quad 42 \\ \hline 26 \quad 23 \quad \frac{12}{14-46 \quad 24} \end{array}$$

head. bk 742 ing to the st.  
 Then 7 ft. Then J & E saw  
 Hintack's seals perporin squid from house &  
 and hauling to the S.E. 3<sup>rd</sup> corner S.E. large  
 tray of Hintack's tide Rips around to at 4<sup>30</sup> P.M.  
 6<sup>th</sup> Passed 4 carcasses 1st Put her under lower  
 top sails heading E rain and clear sunset

218. 3:07 P.m. Tuesday June 16 Th 8-30

$5-05.38 = 46'21$  This day comes  $23^{\circ}19'12$   $0^{\circ}11'93$   $3^{\circ}7'10$   
 $21.53$   $10'100813$  in month  $33^{\circ}18'12$   $0^{\circ}08'32$   
 $5-120.21$   $46.31$   $103694$  light st.  $23^{\circ}18'30$   
 $15^{\circ}13'23$   $37.05$   $440825$   $984010$  course S.  
 $942.52$   $150.309$   $22397$   $664130$  Plenty feedback  
 $135.30$   $46.31$   $3-13-13$  all sail  
 $10.13$   $28.39$   $12$   $15-13-23$  saw 1. carcass 7000 mms, Rachel  
 $1145T43 =$

10 13 28 37 13-13 23  
 145743 = saw 1 carcass from mine, loaded  
 to the L.H. loading b.d. & saw B.L. to the H.  
 Called in the Alice Knowles 8<sup>th</sup> P.M. plenty  
 of Killers 7<sup>th</sup> from round loading to the  
 L.H. shortened sail Dark out of sight



211. 2<sup>30</sup> PM Wednesday June 17<sup>th</sup> 1903

4" 30" 30 = 5-4" 14 Cornu in 23" 21" 31 = 0" 24" 69  
 21" 56 10 374  
 4" 3" 26 54 24 10005 milk 23 20 41 374  
 14" 33" 32 32" 23 - 03 711 light- 23 20 41 374  
 66" 39 4 27 1 40 23 20 56 5-35-  
 9 41 06 13-1 28 623 23 8 9 10 10 3745-  
 13 13 12 79-14 703 179 wind 6' 39 84 course  
 145 16 1/2 54" 24 2-33 11 6<sup>th</sup> AM of Hall sail  
 24 5-0 14 33 32 Turn the compass

squid finbacks But no L.H. 3<sup>rd</sup> light-8.  
 winds course N.W. 8<sup>th</sup> PM. On board  
 back loading to the H

212 229<sup>PM</sup> Thursday June 18<sup>th</sup> 0" 37" 37 3773

4" 26" 57 = 5-5" 27 Baginacoul 23" 23" 26 0 33 81  
 21 39 10 27 8 light- 23 22 46  
 4" 48 36 53 37 03 722 Ed. E 23" 22 38 winds  
 14 27 01 37 38 03 28 752 90 10 10 10  
 9 38 05 66 37 28 752 course 66 37 02 N.W. 6<sup>th</sup> AM  
 13 30 1/2 160 0 76 166 2 4 Boats last run of  
 144 31 1/4 55 37 2-26-27 the whales from  
 24 26 14 27 01

around again large loose whales going  
 to the N. slowly. 3<sup>rd</sup> loading N.W. 6<sup>th</sup> PM.  
 2 Boats to get on. Whales heard going  
 West to the N. quick calm at 7<sup>th</sup> PM.  
 Back. Put ship under easy sail  
 Plenty fish sunfish Seals Kelp  
 Birds

L.B. Martin



213 2<sup>nd</sup> P.M. Friday June 19<sup>th</sup>

1913

$$\begin{array}{r} 4^{\circ} 57' 23'' = 49^{\circ} 40' \\ 32^{\circ} 02' \\ \hline 5^{\circ} 19' 37'' \\ 14^{\circ} 57' 06'' \\ \hline 9^{\circ} 37' 39'' \\ 13^{\circ} \\ \hline 134^{\circ} 18' 3/4 \\ \hline 144^{\circ} 27' \end{array}$$

$$\begin{array}{r} 49^{\circ} 50' \\ 38^{\circ} 00' \\ 66^{\circ} 35' \\ 154^{\circ} 33' \\ \hline 77^{\circ} 12' 9'' \\ 49^{\circ} 50' \\ \hline 27^{\circ} 22' \end{array}$$

$$\begin{array}{r} 10347 \\ 03733 \\ 34347 \\ 66246 \\ \hline 14873 \\ 215620 \\ \hline 145706 \end{array}$$

$$\begin{array}{r} 23^{\circ} 24' 56'' \\ 30 \\ \hline 23^{\circ} 24' 26'' \\ 9 \\ \hline 23^{\circ} 24' 35'' \\ 90 \\ \hline 66^{\circ} 35' 25'' \end{array}$$

$$\begin{array}{r} 0^{\circ} 50' 54'' \\ 379 \\ \hline 0^{\circ} 46' 73'' \\ 379.4 \end{array}$$

Begins

with thick fog

9<sup>th</sup> Clear light air

From the 1st P.M. comm 7. 12<sup>th</sup> Japanese junk.

3<sup>rd</sup> P.M. light S.W. winds comm 7. all sail

1<sup>st</sup> P.M. under easy sail heading to the N. abate

214 2<sup>nd</sup> P.M. Saturday June 20<sup>th</sup>

$$\begin{array}{r} 5^{\circ} 01' 07'' = 48^{\circ} 53' \\ 32^{\circ} 03' \\ \hline 5^{\circ} 33' 12'' \\ 15^{\circ} 01' 14'' \\ \hline 9^{\circ} 38' 02'' \\ 13^{\circ} \\ \hline 134^{\circ} 30' 1/2 \\ \hline 144^{\circ} 30' 1/2 \end{array}$$

$$\begin{array}{r} 48^{\circ} 53' \\ 38^{\circ} 03' \\ 66^{\circ} 35' \\ 154^{\circ} 33' \\ \hline 76^{\circ} 35' 9'' \\ 49^{\circ} 53' \\ \hline 27^{\circ} 32' \end{array}$$

$$\begin{array}{r} 0^{\circ} 10' 48'' \\ 0^{\circ} 03' 73'' \\ 4^{\circ} 35' 41'' \\ 4^{\circ} 66' 90'' \\ \hline 8^{\circ} 60' 143'' \\ 12^{\circ} 11' 14'' \\ \hline 13^{\circ} 01' 14'' \end{array}$$

Comm 23<sup>rd</sup> 26<sup>th</sup> 1<sup>st</sup> = 1<sup>st</sup> 03<sup>rd</sup> 57<sup>th</sup> 3<sup>rd</sup> 44<sup>th</sup>

in with 23<sup>rd</sup> 25<sup>th</sup> 41<sup>st</sup> 0<sup>th</sup> 59<sup>th</sup> 77<sup>th</sup> 3801

light 23<sup>rd</sup> 25<sup>th</sup> 47<sup>th</sup> 90<sup>th</sup> 34<sup>th</sup> 13<sup>th</sup> winds

Comm 1<sup>st</sup> 10<sup>th</sup> 14<sup>th</sup> 6<sup>th</sup> Comm 1<sup>st</sup> 10<sup>th</sup> 14<sup>th</sup> 6<sup>th</sup> Comm 1<sup>st</sup> 10<sup>th</sup> 14<sup>th</sup> 6<sup>th</sup>

a dead sperm whale been in the water long

while noon reading E.N. & under all sail

3<sup>rd</sup> P.M. Bently kept Birds by head the same

on 1<sup>st</sup> back 7<sup>th</sup> P.M. pulled everything out - lower

off sails and stay sail coming on a storm

heading S.S.W.

Found dead S.W. about 5000. whale



213- Sunday June 21<sup>st</sup> 1903

4'53"-18" = 49'58" 2<sup>12</sup> 1/2  
 22'08" 10  
 5'17'26" 50'08" 105-18- Cornua in 23'26'31" 1'16'60" = 346  
 14'55'37" 38'17" 83744 23'26'31" 1'12'53" 382  
 9'38'23" 66'33" 4'33'59" 23'26'31" 34  
 15- 15'4'58" 66'22" 90 00 00  
 138'30" 77'29" 14071 66'33'26"  
 144'36" 50'08" = 2-54'38" E rounds heading to the NNE  
 27'12" 12 1'13" under lower top sails and stay -  
 sail 9<sup>c</sup> clear wind hauled to the N. Dr. 10<sup>m</sup> round  
 1<sup>m</sup> came S.E. 2<sup>10</sup> Pm fuelled upper for top sail head  
 sail from the S.E. 5<sup>30</sup> Pm came too heading  
 E.S.E. under lower top sails and stay sail  
 Moderate N.E. gale 346  
 382

216 3<sup>02</sup> Pm Monday June 22<sup>nd</sup>  
 5-03-25 = 48'19" Cornua in with 23'26'56" = 1'29'73  
 22'11" 10 98 00 00 382  
 5-27'36" 48'29" 10131 light S.E. 66'33'04" 1'35'91  
 15- 04'57" 37'38" 13744  
 9'37'21" 66'33" 37344 rounds came S.E. then  
 15- 15-2'40" 66'944 at 6<sup>m</sup> showed the under  
 76'209-18163 whole top sails for sail  
 77'29" 3-03-31 1'26" and jib 9<sup>c</sup> M.T.B. sail  
 9'15'17" 27'5-1 15-04'57" 144'20" 7 set; came the same 3<sup>m</sup> Pm the  
 same ground from the S. 5<sup>m</sup> Pm saw  
 and learned for large lony S.W. 6<sup>30</sup> Pm  
 H.B. Hunt on and missed L.B. went on and  
 struck whale took line with 1 B. gun  
 boat's back at 7<sup>15</sup> 0<sup>m</sup> Pm but ship  
 under lower top sails and stay sails  
 heading to the N.E. whale working to the  
 N.E. slowly 2 Bows  
 W.B. moved L.B. back  
 and then



217 2<sup>5</sup> Pm Tuesday June 23<sup>rd</sup> 1923

5-02-50-49.11 Corns in with 23°26'47" 040'90"0 3-45  
 22.14 10 10112 S.E. gale 90 10 10 3 61 3.615  
 5-25-64 49.31 10112 S.E. gale 64 33 13 1.39 21  
 10 20 47 37.34 03744 under  
 9 35 43 13-3 30 4'66295 lower top sails and stay sail  
 26.43 97 161 73 heading to the S.S.W. 6 E.  
 13 70 37 24 12 1.39 saw White water to the N.  
 143 25 37 3°00'47 showed it N.W. fin back 7<sup>th</sup> hauled to round heading  
 N.E. saw Japanese Whaling S.E. round to the  
 S. 3<sup>rd</sup> Pm. Everything the same 6<sup>th</sup> saw  
 White water to the N. S.E. gale

218 3<sup>5</sup> Pm Wednesday June 24<sup>th</sup> 1135.86 377  
 380 3801

5-05-32-48.27 Corns in with 23°26'13" = 1'3-2'06  
 23.17 20 heading  
 5-37-49 48.37 10466 S.E. 23°26'33" heading  
 13-04-22 28.16 03744 gale 23°26'37" N.E. under  
 9 34'33 13-3 2 24 67256 storm 90 10 10 sails 9<sup>th</sup>  
 13 70 37 24 12 1.39 28.37 97 17702 Corns 77 E  
 1144 8 1/4 28'04 = 3102-30 13 04'22 Plenty fur back. Birds

Slicks Kelp. From wind and water the  
 same course N.W. foresail set and lower top  
 sails set. 7<sup>th</sup> Pm. hauled to round heading  
 N.E. under lower top sails and stay sails  
 saw plenty fin back Kelp Birds &c



2/9. 8<sup>th</sup> P.m. Thursday June 26<sup>th</sup> 1908

5-06.08-48.24 Corns in water 23.25 2.08 63. 532  
 22.20 10960 Strong S. 23 25 44 2.15.06 3773  
 5-38.28-48.34 08738 winds 23 25 33  
 15-44.15-39.01 34919 heading 90 10 10 7.5 9.0  
 35.47 66.34 67866 66.34 33 20 sails  
 15-43.34 48.34 3.02-10 set 66.34 33  
 143.56.34 28.30 12 2.03 15-84.13 Noon course W. 8<sup>th</sup> Bellu

weather 1<sup>st</sup> shortened sail heading to the S.

220 3<sup>0</sup> P.m. Friday June 26<sup>th</sup>

5-08.26-48.06 23.23.50 2.21.70  
 22.23 10 3 73 534  
 5-38.49 48.16 Begonia 23.2 4.3 2 17.97 534  
 15-05.34 39.08 11082 with 23 2 73  
 33.03 66.30 03738 90 10 10 E S E  
 15-76.59 68.16 Strong 66.33 18  
 48.16 1195 winds heading to the  
 136-75 48.43 3-03-34 Sun du all prudent  
 173-46.44 12 2-18 sail saw Sulphur  
 15-03.34 Bottoms from heading N.E.

Big school on Plenty 15 miles fish  
 Shooks 3<sup>rd</sup> P.m. wind and weather  
 The same 6<sup>th</sup> P.m. saw large whale Hales 6<sup>th</sup>  
 School large S.W. going to Windward S.E.  
 Slowly 7<sup>20</sup> on Star Ham full 14 Jib  
 hauled up for sail heading N.E.





221 2:12 PM Saturday June 27 1903

$4^{\circ}25'30'' = 55^{\circ}56'$   
 $22^{\circ}26'$   
 $4^{\circ}47'56''$   
 $14^{\circ}35'03''$   
 $5^{\circ}37'09''$   
 $16^{\circ}37'09''$   
 $133^{\circ}13'14''$   
 $174^{\circ}17'14''$

$56^{\circ}06'$   
 $38^{\circ}50'$   
 $66^{\circ}37'$   
 $161^{\circ}33'$   
 $10^{\circ}46'$   
 $56^{\circ}06'$   
 $34^{\circ}40'$   
 $108^{\circ}48'$   
 $137^{\circ}22'$   
 $205^{\circ}35'$   
 $620^{\circ}49'$   
 $971^{\circ}54'$   
 $2^{\circ}22'34''$   
 $2^{\circ}31'$   
 $2^{\circ}35'03''$

$23^{\circ}22'02'' = 2^{\circ}34'45''$   
 $5^{\circ}0'$   
 $23^{\circ}22'32''$   
 $13^{\circ}$   
 $23^{\circ}23'07''$   
 $90^{\circ}00'00''$   
 $66^{\circ}36'53''$

Cornus in or with strong  
E winds heading to the

S. under topsail and  
jit heading down

round and the other  
there are heading

there are same sail

Ship under same sail heading to the N E

222 2:12 PM Sunday June 28

$16^{\circ}$   
 $16^{\circ}$   
 $16^{\circ}$

3:22

$5^{\circ}39'33'' = 41^{\circ}37'$   
 $33^{\circ}37'$   
 $6^{\circ}23'37''$   
 $13^{\circ}37'43''$   
 $9^{\circ}35'27''$   
 $5^{\circ}46'34''$   
 $143^{\circ}51'34''$

$43^{\circ}07'$   
 $39^{\circ}16'$   
 $66^{\circ}37'$   
 $148^{\circ}02'$   
 $74^{\circ}01'$   
 $45^{\circ}07'$   
 $31^{\circ}34'$

$1111^{\circ}47'$   
 $103711'$   
 $443990'$   
 $22299'$   
 $931114'$   
 $3-34-12'$   
 $10-37-53'$

Cornus in or with 23°19'49"  
 light E 23°20'49"  
 winds 23°21'07"  
 heading 66°34'53"  
 to the N E

Prudent sail, hozy yarn saw S. N. 1<sup>10</sup> PM

Corned 4 Boats saw him 70. Min 3<sup>20</sup> PM

Boats Back. Steved N. N. E under loose top-  
sails and jit Moderate S. E. gale 7<sup>00</sup> Moderate  
S. E. gale heading N. E. on the wind





223 3<sup>00</sup> PM Monday June 29<sup>th</sup>

1908

5-09-20 = 47-17 Come in 23-17-12 = 3-59-45 - <sup>573</sup>  
 22-33 110-11 with 23-18-32 2-53-86  
 5-31-32 47-27 03-69-5- S.E. 23-18-01  
 13-10-23 66-42 43-64-49 gale 9-00-00 6<sup>00</sup> AM  
 5-38-31 13-3-13 46-87-84 heading  
 76-37-91 99-39  
 13-38-34 47-27 = 3-07-27  
 14-4-37 29-10 8-10-23 E & E thick and drizzling  
 from clear round

Hauled to the S. gale moderating Big  
 sea 3 heading S.E. on Star track under  
 lower top sails and stay sails  
 7<sup>00</sup> heading to the E

224 2<sup>55</sup> PM Tuesday June 30<sup>th</sup>

507  
 33-38

5-02-28 = 48-50 Come in with light 23-14-10:  
 22-35 107-37 23-13-30 3-11-66  
 5-25-03 38-43 03-67-38 heading 23-13-30 3-52  
 14-02-41 66-46 3-43-88 23-13-06 3-08-14  
 5-37-38 13-4-31 67-81-5 Hall sail 23-13-06 3-08-14  
 13-13-1/2 7-7-15 9-16-36 66-44-84 fog squalls  
 14-24-1/2 28-15-2 3-02-41 Breeze from round

Very light 3<sup>00</sup> PM almost calm heading to the  
 6<sup>00</sup> PM jibbards full Birds everything but S.W.  
 2<sup>00</sup> PM Put chaps under lower top sails.  
 heading to the N.W. & N. Breeze from  
 the jibbards



Wednesday July 1<sup>st</sup> 1903

1903

4:00 PM - 5:00 PM. Calm in mch. 23° 10' 48" = 3° 28' 63" 494  
 25 31 1 30 3 45 3 45  
 4:30 PM - 5:00 PM. Calm to E. 23 13 13 3 19 18 3 45  
 4:45 PM - 5:00 PM. Breeze 23 11 46 3 45  
 5:00 PM - 5:15 PM. from 66 48 14 The E. course  
 5:15 PM - 5:30 PM. H. N. K. see sail plenty birds  
 5:30 PM - 5:45 PM. fish Kelp. Horn course some wind  
 5:45 PM - 6:00 PM. Hauled S. more 3<sup>rd</sup> light  
 6:00 PM - 6:15 PM. S. winds good looking water  
 6:15 PM - 6:30 PM. Mt. Y. H. H. off to salt  
 6:30 PM - 6:45 PM. 1st time heavy rain 7<sup>th</sup> P.M. from  
 6:45 PM - 7:00 PM. under lower life sails wind  
 7:00 PM - 7:15 PM. to the E

Thursday July 2<sup>nd</sup>

This day calm in mch. thick 23° 06' 32" = 3° 35' 34" 483  
 rainy S. winds reading E 1 40 3 31 46 3371  
 6<sup>th</sup> more winds reading to 23 11 33 3 31 46  
 the 1<sup>st</sup> P.M. cleared away 23 08 02 90 00 00  
 with fog remaining from 66 31 58 The S  
 1<sup>st</sup> P.M. wind hauled to the N. reading  
 to the N. by sea, and N. of much wind  
 Bar Low. Plenty birds fish &c

Y. H. H.



227. 3<sup>rd</sup> Pm Friday July 3<sup>rd</sup>

1903

45838 = 4936	Comer in with	23' 00" 37 =	34679
3247		130	329
53142	4948	11490	Moduly
43737	3952	3624	30437
3353	6653	30763	33
15635	67843	1st gale	73 8500
78179	13722	heading	40 0000
4076	23354	under	65500
2829	12 373	sails and stay sails	heading
17358 3/4	173737	to the NNE all you mean	Big small 4000

made top sails for juncail Banded Barn  
 1223 lbs 3<sup>rd</sup> Big gale heading room  
 8<sup>th</sup> heading to the NNE under top sails for juncail  
 and stay sails

455  
 3206

228 3<sup>rd</sup> Pm Saturday July 4<sup>th</sup>

50635 = 4737	This day comes	22' 37" 38	35794
2247		320	320
53112	4777	11585	in with
180810	4001	13608	33 39 51
93638	6639	733936	36
15477	9718487	Shong	33 00 34
7723	30415	7th wind	90 0000
4777	12 353	at noon	663926
14414 1/2	4777	12 353	2 N heading
2936	13 0810	NN & then	7th round

heading SW then 8 round heading NN &  
 under whole top sails and for juncail Moduly  
 3<sup>rd</sup> light 11 round began 7<sup>th</sup> Pm  
 Calm







231 Tuesday July 7<sup>th</sup> 1903

This day commencing with strong winds heading N.W. under all sail 3 Light in sight saw 3 small boats. Junker on calm saw 3 boats to the S.W. light again from the S.W. at 4<sup>th</sup> P.M. heading N.W. then S.W. then S.E. then N.E. so it was so all the afternoon. Seals came to the E during the day.

232 Wednesday July 8<sup>th</sup>

Anchored in Hakodate Passed Vandalia  
round in anchored at 8<sup>30</sup> A.M.

Recd Papers and Letters Recruits

233 Thursday July 9<sup>th</sup>

234 Friday " 10<sup>th</sup>

235 Saturday " 11<sup>th</sup>

236 Sunday " 12<sup>th</sup>

237 Monday " 13<sup>th</sup>

238 Tuesday " 14<sup>th</sup>

239 P.M. Took anchor started out under all sail died out Calm. I see desailed anchored 7<sup>th</sup> P.M. Vandalia sailed and anchored.

239. Wednesday July 15<sup>th</sup>

Took anchor wind from S.E. died out Calm  
10<sup>th</sup> Took anchor breeze from S.E. stood  
out in the boats wind took thick fog  
anchored 13<sup>th</sup> fog so thick that  
thick fog 3 boats off duty drunk

James  
Quintal  
Hakodate



240 Thursday July 16<sup>th</sup>

1903

This day commencing with thick fog from  
Clear made all sail round from 9<sup>th</sup> &  
hooked out tack and tack 7<sup>th</sup> thick rain  
S.E. wind turned tack anchored in 18<sup>th</sup>  
fathoms water Wanderer anchored also  
Guled Everything.

241 Friday July 17<sup>th</sup>

Commencing with squally S.S.W. wind 4<sup>th</sup> A.M.  
Fore short made sail started to work all of  
Bay in making long to the V. Jit stay commencing  
Jit fore board turned tack anchored ahead  
of light ship Moderate gale Wanderer worked  
out B. Centurion came in 10<sup>th</sup> Morgan came in  
sent down M. T. Stay for Jit stay splicing  
Pence on Put up 5<sup>th</sup> Hawsen for M. T. Stay  
Upon heavy rain wind from the S.S.W.  
wind moderating fast: quite sea running  
75 fathoms to make the anchor has got  
Bar low. 7<sup>th</sup> P.M. blowing hard from  
the S. thick and rainy Bar falling let go  
second anchor Every thing set up & worked  
till after dark ready to tend Jit.

Bad Tomie in June  
this year.

Morgan has  
A Knowles 700



Log 35

342. Saturday July 18<sup>th</sup> 1903

This day comes in with thick fog from the S by 7<sup>th</sup> A.M. clear but not clear shot. Made all sail and cut - 2<sup>nd</sup> shaped our course E by S by S. Strong S by S. Horns 3<sup>30</sup>, passed a known bound in 7<sup>th</sup>. Passed out of the straits. Course E by S all sail around drying land -

343. Sunday July 19<sup>th</sup>

This day comes in with light E winds course E by S 4<sup>th</sup> A.M. course E by S all sail land to the N. from every thing the same 7<sup>th</sup> P.M. Paper of memo to the N. 30 miles away. Course E by S.

344. Monday July 20<sup>th</sup>

Comes in with light air 20<sup>00</sup> - 28 = 22

from the S by S heading 20<sup>33</sup> - 18 = 18

E to E by N. thick and rainy from course 20<sup>33</sup> - 18 = 18

E by S still thick 4<sup>th</sup> P.M. 20<sup>33</sup> - 18 = 18

wind hauled to the S. S. then N. & course E by S. 7<sup>th</sup> P.M. clear but ship under rain to the heading to the N. & E. N. & E. 2<sup>nd</sup> better weather ship to the N. & E. 10<sup>th</sup> Made sail to



243 Tuesday June 21st 1924

22.15- 53' 49" 0' 12421  
 10 0' 02903  
 38' 40 53' 53" 4' 12799  
 14' 26' 84 41' 18" 4' 67586  
 9' 47' 24 69' 17" 4' 67586  
 135- 164' 378 95-609  
 11- 45- 82' 17" 2-19-58  
 11- 4 33' 59" 12 6' 06  
 146' 61 38' 18 14' 26 04

20.39.43 = 45' 40 139  
 4' 48 28  
 20.44.33 4' 18 1050  
 1' 2 1-24  
 30.42.59 6' 07.24  
 98. 20 10 1' 03  
 69.17 01 6' 06 19

23rd Nov.

4-47-36 = 48' 23 =  
 22.03- 10  
 5-59' 11 48' 33 1' 12421  
 14-37-04 41' 18 02903  
 9' 47' 33 69' 17 4' 25790  
 135- 159 08471205-  
 11- 45- 79' 849112319  
 11 13-1/4 48' 30 2-50-58  
 146 58' 43 12 6' 06  
 2 37 04

5-36' 41 = 45' 11.  
 26.08 10 12421  
 5-18' 33 48' 21 02903  
 14' 37' 11 41' 18 26199  
 9' 44' 38 69' 17 71331  
 135- 158' 56571285-4  
 11- 45- 79' 28 = 2-52-01-  
 11- 9 1/2 48' 21 12 6' 06  
 146- 54' 2 31' 07 2' 5-8 11

Come in with light & wind course call sail  
 saw Humpbacks Porpoises & Dunks  
 Upon Calm, 3<sup>rd</sup> set in thick fog light air  
 from the S. course E. N. E. 7<sup>th</sup> from Calm  
 Tide Rises Birds & Cold ship doing some  
 Bunting

4 miles off between the two Cron  
 on Right Whale ground  
 when we cruise in the Spring  
 A. F. Joseph



246

Wednesday July 22<sup>nd</sup>

1903

This day comes in with light  
E. winds hauling to the E.  
10<sup>th</sup> A.M. wind hauled to the  
S. E. then S. thick and raining  
soon E. N. E. under all

20	28	16	=	69	290	127
40	40			290		
20	33	06		29		
1	27	48		2		
20	31	39		1-27		
90	00	00		6	10	38
69	28	21		18		
				6	09	68

Sail 6<sup>th</sup> P.M. Put ship under loose top sails  
for a while Blowing quite hard from the  
S. with rain S. W. wind and fog

247

Thursday July 23<sup>rd</sup>

1903

3<sup>50</sup> = 10 = 34<sup>09</sup>

2<sup>00</sup> P.M.

20 16 29 =

107

22	10			10		
40	12	10		54	19	
14	17	23		43	16	
				69	40	
10	05	13		16	7	158
150				8	3	37
1	13	1/4		5	4	19
151	18	1/4		29	18	14
				14	77	33

20	21	29		6	18	38
1	30			79		
20	19	39		6	13	86
90	00	00				
69	40	01				

4<sup>43</sup> 26 = 48<sup>07</sup> 0138-50

Come in with the tide

5<sup>05</sup> 36 = 45<sup>17</sup> 002792

S. winds come in E. E

10<sup>05</sup> 29 = 138<sup>7</sup> 5918767

Thick and rainy 1<sup>st</sup> course

150<sup>13</sup> 1/4 = 79<sup>07</sup> 3-04-02

We made all sail clear

151<sup>22</sup> 1/4 = 33<sup>50</sup> 3 11 03-

12<sup>00</sup> wind hauled to the S.

Come the same 3<sup>00</sup> P.M. Big swell

Bar rising even the same all day

5<sup>00</sup> P.M. Reading N. E. to N. E. by E wind from the

N. W. Big swell running from the S.

8<sup>00</sup> P.M. Calm Big swell Bar rising



248

Friday July 24

1908

This day comes in with Calm 30° 0' 32"  $\frac{31}{10}$   
 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 Common 7<sup>th</sup> 8<sup>th</sup> under all sail  
 Thick fog at Tanna.  
 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 Cloudy off But Cloudy  
 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 The 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 heading N. W. E. all sail

249

Saturday July 25<sup>th</sup>

This day comes in with 19° 37' 34"  $\frac{32}{10}$   
 many rain & winds  
 heading N. W. E. under  
 Top sails for suit  
 and 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 running round from N. head  
 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 and hauled to the E. at 2<sup>nd</sup> thick  
 at Tanna 3<sup>rd</sup> Bar very high  
 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>  
 all day 6<sup>th</sup> heading N. W. E. clear  
 with light E wind  
 8<sup>th</sup> heading N. E. under top sails  
 L. 777



250 Sunday July 26<sup>th</sup> 1903

Come in with calm and thick fog 2<sup>nd</sup> light breeze from the N. course 4<sup>th</sup> & under top sails and jib 10<sup>th</sup> saw large B. M. under the Mr. Thick fog heard the ship cleared out to the noon cloud a little 3<sup>rd</sup> still thick with light S.W. air

251 Monday July 27<sup>th</sup> 1903

3:55:50 = 51'05" 2 2<sup>nd</sup> P.M. Come in with thick fog and 19 29 51 6'18'63  
 22:20 51'15" 13784 19 31 30 6'18'63  
 4:08:40 51'15" 13784 19 31 30 6'18'63  
 4:24:25 45'57" 13784 19 31 30 6'18'63  
 10:06:15 70'30" 13784 19 31 30 6'18'63  
 15: 167 42 8.9 4481 19 31 30 6'18'63  
 150 30 3/4 51'15" 2-18-16 19 31 30 6'18'63  
 151:33 3/4 32 36 2-34 25- 19 31 30 6'18'63  
 atack noon clear stand to the N with light S.W. winds 2<sup>nd</sup> hauled to the E died out Calm. 6<sup>th</sup> Calm under top sail and jib sail saw seals drift off kept land training to the N & W. At 12 lights 3<sup>rd</sup> miles away 8<sup>th</sup> took fog trading to the B. under top sails and jib thick fog -

D - m. the Holo



352

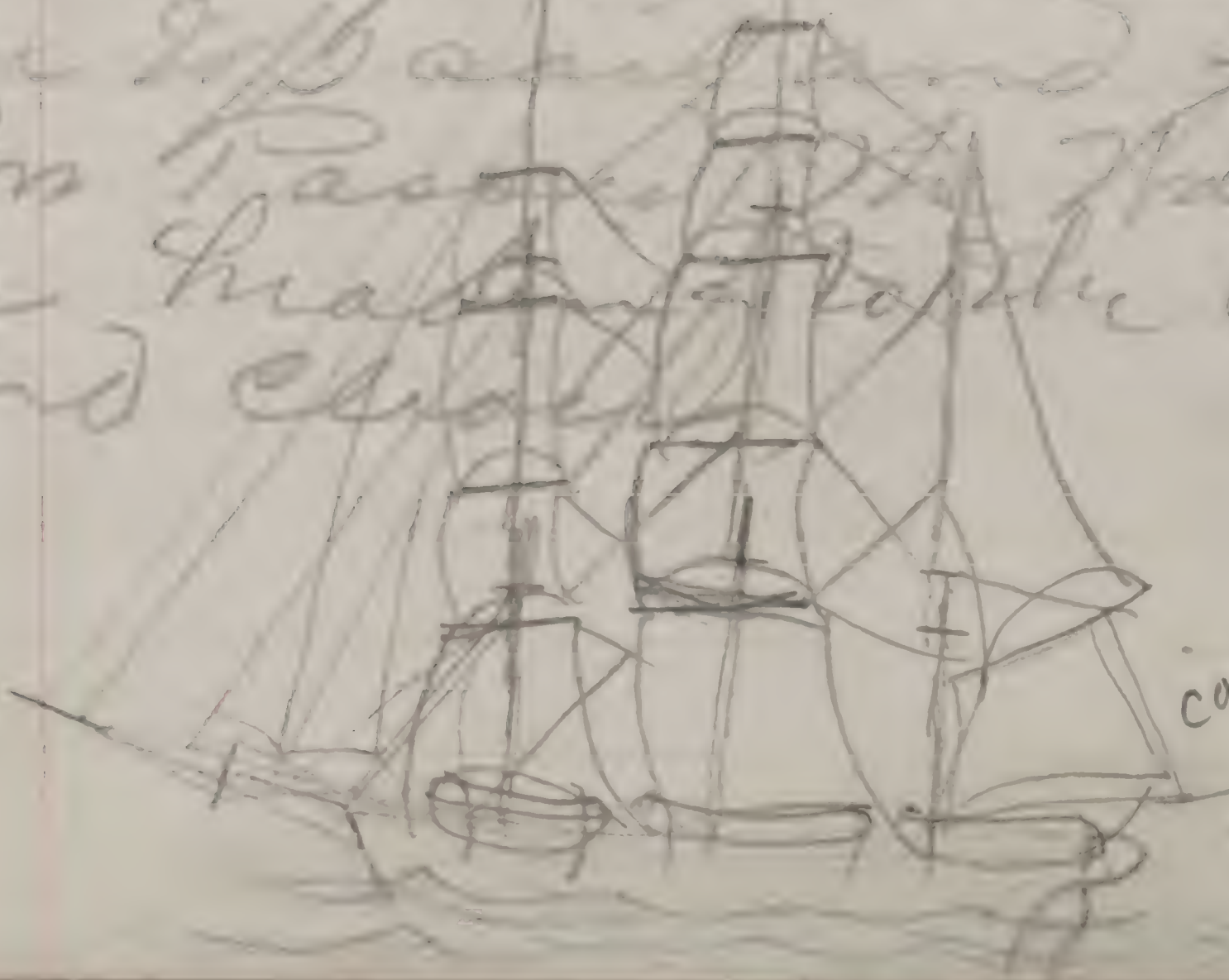
Tuesday July 28<sup>th</sup> / 1903

This day comes in with a heavy 19.92.34 <sup>3.40</sup>  
 S.E. winds heading to <sup>3.40</sup> 19.7.8 <sup>1.4</sup> <sup>3.3</sup>  
 the remainder top sail <sup>1.42</sup> <sup>1.42</sup>  
 wind headed to the N. 9 16.32 6.18.46  
 moved round heading 90 20 20  
 to the S. still raining 70 43.28 saw  
 plenty of grampuses 15.00 stopped raining  
 But cloudy heading to the S. under  
 some sail 8<sup>th</sup> under top sail and 9<sup>th</sup>

353

Wednesday July 29<sup>th</sup>

This day comes in with 18.3.8.49 <sup>3.30</sup>  
 S.E. gale thick and rainy <sup>3.30</sup> 19.0.4.39 <sup>3.30</sup>  
 on both tack 8<sup>th</sup> a.m. <sup>1.45</sup> <sup>1.45</sup>  
 better weather but thick 19.0.3.5.7 <sup>1.45</sup>  
 set top sails for sail 90 20 20 6.17.67  
 good fit or wind headed 70 5.70.4 to the N.E.  
 heading E.S. & soon wind and  
 weather the same 3<sup>rd</sup> cleared off  
 heading the same 7<sup>th</sup> pulled up for  
 the top sail and for sail 9<sup>th</sup>  
 Bon Passat the remainder the called  
 the heading to the E. some sail  
 and clear



called  
 after the  
 remainder



Vandermeer chasing

7<sup>th</sup> 7<sup>th</sup> 7<sup>th</sup>

252

Thursday July 30<sup>th</sup> 1913

7<sup>00</sup> am.

9 <sup>30</sup> 13 = 34 <sup>58</sup>	15 <sup>52</sup> 4	23 <sup>85</sup>	18 <sup>44</sup> 35 = 6 <sup>20</sup>	3 <sup>60</sup>	3 <sup>60</sup>
22 <sup>28</sup>	10	43 <sup>84</sup> 69	6 <sup>20</sup>	6 <sup>00</sup>	10 <sup>48</sup>
9 <sup>52</sup> 41	35 <sup>08</sup>	48 <sup>15</sup> 49	18 <sup>50</sup> 35	6 <sup>16</sup> 26	1 <sup>48</sup>
11 <sup>53</sup>	45 <sup>37</sup>	9 <sup>37</sup> 92	1 <sup>48</sup>	4 <sup>49</sup>	7 <sup>1</sup>
10 <sup>19</sup> 12	71 <sup>11</sup>	8 <sup>05</sup> 37	18 <sup>49</sup> 07	6 <sup>15</sup> 77	4 <sup>49</sup>
15 <sup>50</sup> 43	75 <sup>58</sup>	6 <sup>16</sup>	90 <sup>00</sup>		
4 <sup>43</sup>	35 <sup>08</sup>	8 <sup>11</sup> 33	1 <sup>10</sup> 53		
15 <sup>44</sup> 48	40 <sup>50</sup>	8 <sup>20</sup> 10m. heading			

4 <sup>39</sup> 14	44 <sup>51</sup>	15 <sup>52</sup> 4	18 <sup>44</sup> 35	3 <sup>60</sup>	3 <sup>60</sup>
22 <sup>28</sup>	10	23 <sup>85</sup>	6 <sup>20</sup>	6 <sup>00</sup>	10 <sup>48</sup>
5 <sup>01</sup> 42	45 <sup>06</sup>	43 <sup>84</sup> 69	18 <sup>50</sup> 35	6 <sup>16</sup> 26	1 <sup>48</sup>
15 <sup>20</sup> 14	45 <sup>37</sup>	48 <sup>15</sup> 49	1 <sup>48</sup>	4 <sup>49</sup>	7 <sup>1</sup>
10 <sup>18</sup> 37	71 <sup>11</sup>	8 <sup>05</sup> 37	18 <sup>49</sup> 07	6 <sup>15</sup> 77	4 <sup>49</sup>
15 <sup>50</sup> 39	79 <sup>24</sup>	6 <sup>16</sup>	90 <sup>00</sup>		
4 <sup>39</sup> 12	42 <sup>01</sup>	8 <sup>11</sup> 33	1 <sup>10</sup> 53		
15 <sup>44</sup> 38	23 <sup>72</sup>	8 <sup>20</sup> 10m. heading			

W. on to the back during day  
 3<sup>00</sup> fog squalls light-airs from the W. Boats  
 returned to the B<sup>th</sup> called in Van Vandermeer  
 4<sup>00</sup> P.m. saw and landed for large whale  
 S.H. Calm. Chased until 7<sup>00</sup> P.m. called  
 back whale still then returned  
 1 B<sup>th</sup> in sight. saw. Number of  
 seals porpoise puffing legs slicks  
 and W. looking over for  
 S.H. whales in the morning, going  
 to the W. that was chased by the other  
 ships

California Chasing

afternoon



2 or 3 hours 20 to 25

9 Whales in sight

255-

Friday July 31<sup>st</sup>

1903

3<sup>56</sup> 44 = 48.37 15.42 18.30.23 = 36.00 97  
 22.30 10 02.32 6.00 84  
 4.19.14 48.47 4.09.6.06 18.36.23 110.0 6.79  
 4.31.37 48.37 4.74.131 148 1-48 6.79  
 10.18.23 16.3-41 9.62.184 18.34.35 6.14.22  
 12.30 2.31.22 90.00 6.7  
 12.6.13 71.25.25 6.14.89  
 4 30.3/4 48.17 14.37.37 Comm in milk light.

1544-33 3/4 7 E winds comm 7.7 = 8.11.7<sup>15</sup> = 9.11  
 Comm 11<sup>th</sup> L.B. on whale to the ship of  
 S.B. 1st pole to the ship 2 large whales calm  
 13<sup>th</sup> Wanderer in sight saw 9 Whales  
 To day 5<sup>th</sup> P.M. very large Whale will be come on  
 board the vessel can take care off at P.M.  
 2 large ones along side used 20 to 25

256-

Saturday Aug 1<sup>st</sup>

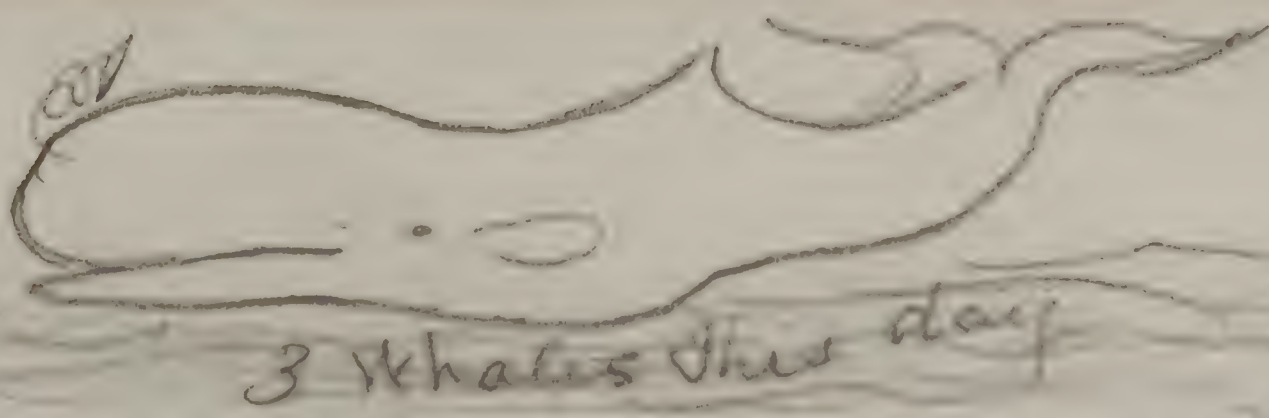
123

5.02.50 = 37.42 15.42 3.38 P.M. 18.15.42 37 8.61  
 32.33 10 02.32 6.18 11.1  
 5.26.23 37.52 4.34.36 Comm in 18.21.3.2 6.11.3.7  
 13.43.23 48.07 4.80.03 15.1 8.6  
 16.17.03 71.70 9.13.18.63 with thick fog 7 & 60 20.02 6.12.43  
 15.4.39 3.37.13 71.39.58 4<sup>th</sup> all  
 13.3.77.19 12.6.12 71.39.58 4<sup>th</sup> all  
 4 13.3/4 33.52 15.43.23 - huge

1544-153 39 27 Hands started Boiler gone out  
 Fire by hand 10<sup>30</sup> blew 12<sup>th</sup> 1 Head off Body  
 in Whales all Round the ship in sight. winter  
 2 P.M. 12<sup>30</sup> started another whale 3<sup>rd</sup> head off  
 clear at times then fog squalls 7<sup>th</sup> with heads  
 off in morning knocked off 2nd two heads  
 Day along side used 20 to 25

9 Whales this day  
 in our Bunch





357 Daylight Sunday Aug 2<sup>nd</sup> 1908

This day comes in with light  
 N.E. or S.E. laying under Mizen,  
 stay sail cutting in the Heads. Let  
 the case go thick fog at times  
 Noon Whales in sight. Close  
 aboard, and toiling set for  
 3<sup>rd</sup> forecast sky and light breeze from N.E. heading  
 to the S.E. plenty birds Kelp. 7<sup>th</sup> P.M. Junker all set up.  
 and toiling for all over the south end of the bay

18.00.00	6.30	142
6.20	38	
07.04	11.2	1043
1.54	1.54	
18.05.10	6.08.29	
90	104	
71	3.45.06.09.33	

358 Monday Aug 3<sup>rd</sup>

This day comes in with light  
 N.E. winds thick fog heading  
 to the N.W. under lower top  
 sails and stay sails toiling  
 Plenty of birds and some  
 Kelp occasionally Noon overcast sky but  
 around the same time the Heads and are  
 now toiling the body will be ready for  
 the whales tomorrow if we see them  
 3<sup>rd</sup> P.M. Everything the same heading the  
 same 4<sup>th</sup> P.M. toiling for all she is  
 north wind heading to the E. or N.E.  
 heading to the N.W. under easy  
 sail

17.45.21	6.30	173
6.30	38	
17.31.58	11.2	1123
1.37	1.37	
17.50.01	6.04.38	
96	1.12	
73.09.39	6.05.34	



23-9 2<sup>nd</sup> P.M. Tuesday Aug 1<sup>st</sup> 1903

4	100'35"	48'44"	15306	corns	17	39'55"	4390	20
	32'36"		02074			430	630	
14	33'15"	48'55"	4'06481	in	7	36'35"	417	1407
	14'31'54"	45'20"	4'75289					
16	08'39"	72'26"	8'99100	17	34'28"	5'59'15"		
15		166'40"	2-25'54"	17	34'28"	1'40"		
150		83'20"	12	6	00			
2-9'31"	48'57"	12	6	00				
152-9'31"	34'36"	14'31'54"	5-4	3-33'32"	6'00'55"			

Heading to the S. Boiling and  
 have whole top sails fit and stay sails Noon heading  
 the to the E. Undermaster for squalls. during  
 the day 3<sup>rd</sup> Bar falling slowly & E. Everything  
 the same

2.60 Wednesday Aug 5<sup>th</sup>

1	agins	with strong S wind	17	14'04"	4320	224
				6'40"	2'00"	1382
Heading to the E under whole			17	20'44"	5'54'73"	
Main down fore top sail				2'00"	1'58"	
and fit 6 <sup>th</sup> A.M. pulled up			17	18'44"	5'36'31"	
Main and fit thick and			9/10	00	00	
Boiling Noon set in			73	41'40"		

Thick and Moderate Bar low  
 under easy sail heading the same  
 quite a sea on. 3<sup>rd</sup> Bar light S. winds  
 heading E S E under storm sail  
 and Boiling for thick weather  
 heading to the E S E Boiling



261, Thursday Aug 6<sup>th</sup> 1908

$$\begin{array}{r} 14'47''15 = 39'14'' \\ 22'43'' \\ \hline 5'10''00 \\ 13'27'34 \\ \hline 10'17'54 \\ 13' \\ \hline 15'0'15 \\ 4'18'12 \\ \hline 154-28'1/2 \end{array}$$

$$\begin{array}{r} 39'24'' \\ 43'40'' \\ 72'57'' \\ 158'01'' \\ 79'00'' \\ 39'24'' \\ \hline 239'36'' \end{array}$$

$$\begin{array}{r} 16'57''57 \\ 6'50'' \\ \hline 17'04''47 \\ 2'03'' \\ \hline 17'02''44 \\ 6'10''00 \\ \hline 73'37''10 \end{array}$$

$$\begin{array}{r} 6-30 \\ 7' \\ \hline 25/7 \\ 203 \\ 11757 \\ 5-48'98 \\ 1'75'' \\ \hline 1055-0'73 \end{array}$$

This day come in thick fog and I winds lay in  
 aback heading to the E & E under down lip  
 sails and stay sails Boiling from bottom up  
 the fore & HOOKS still thick 3<sup>rd</sup> cleared up a little  
 got sight 4<sup>th</sup> P.M. finished Boiling cleared  
 away at 7<sup>th</sup> P.M. heading S.S.E. clear  
 under easy sail

262 2.06 P.M. Friday Aug 7<sup>th</sup>

$$\begin{array}{r} 3'33''35 = 50'27'' \\ 22'46'' \\ \hline 3'56''13 \\ 14'15''15 \\ \hline 10'19''02 \\ 15'0'' \\ 4'45''1/2 \\ \hline 134-45/2 \end{array}$$

$$\begin{array}{r} 50'37'' \\ 45'28'' \\ 73'14'' \\ \hline 169'19'' \\ 84'39'' \\ 50'37'' \\ \hline 234'02'' \end{array}$$

Come in 16'48''24  
 with clear 16'48''24  
 W. winds 16'46''21  
 heading 60  
 to the 77th 73'13'39 under  
 lip sails fore and stay sails

8<sup>th</sup> A.M. thick fog laid aback upon clear 3<sup>rd</sup> P.M.  
 come 7<sup>th</sup> 4<sup>th</sup> P.M. saw and bound for S.W.  
 saw him 7<sup>th</sup> Men Boat Back at 6<sup>th</sup> P.M.  
 fog squalls wind and weather the same  
 7<sup>th</sup> P.M. Put up under easy.





263. 3<sup>42</sup> P. Saturday Aug 8<sup>th</sup>

1908

4'11"13 = 44'33 -	15'242	Cornus	16'24'34 =	42'20	301
22'50	10'1826		7'10	42	7
4'39'05	44'33	4'13'683	in milk	16'31'54	2'10
14'58'18	78'30	4'77946	thick fog	2'06	
16'19'13	153'30	9'10697	N. E	16'39'48	8'35'69
15	81'45	3'47'40		90'10010	2'10
150'43'1/4	44'33	12'3'38	grind	7'3'30'12	5'37'79
4'3'1/4	37'00	14'5'3'18	6 <sup>th</sup> AM		
15'4'48'1/4					

ship at anchor heading E S E & N

round clear and a little traced forward heading to the N. 3<sup>rd</sup> mile just beyond from the E & E under easy sail foggy. Ran the bell 191. <sup>1/2</sup> gal. 640 all told 8<sup>th</sup> Mod. Moderate & clear heading N. 44'30

264. 302 P. Sunday Aug 9<sup>th</sup>

4'31'08 = 41'13 -	15'408	Cornus	16'27'59 =	4'3	325
22'50	10'1763		7'10	42'29	7
4'39'05	44'33	4'23609	in milk	16'13'09	2'09
15'11'54	78'30	4'79662	fog 6 <sup>th</sup>	2'09	2'27
10'17'53	160'40	9'19442	Clear	16'13'00	5'28'16
15	81'45	3'06'24	N. gale	73'47'00	5'30'73
150'43'1/4	44'33	12'6'30			
4'13'3/4	41'38	15'11'54	heading N. N. W. again		
15'4'48'1/4	38'52		better weather heading		

E. N. E. set for sail 3<sup>rd</sup> mile and

Bar Rising 7<sup>th</sup> heading to the E & E under easy sail



265-

Monday Dec. 10<sup>th</sup>

1903

This day comm. in thick thick 15<sup>00</sup> 50 48  
 fog 10<sup>00</sup> Clear. Maple soil survey 3<sup>00</sup> 57 38  
 10<sup>00</sup> saw S. H. 12<sup>00</sup> 19 11  
 toward 5 Boats chased 15<sup>00</sup> 35 49  
 3<sup>00</sup> P.m. S. Boat on strike 740411  
 and drew 3<sup>00</sup> P.m. S. Boat on strike again  
 and drew Boats Back to ship at 5<sup>00</sup> P.m. rain  
 & winds Lat. 45<sup>00</sup> 29 P.m. ship under  
 lower top sails running 1900 7<sup>00</sup> 30  
 27.3

266

Tuesday Aug 11<sup>th</sup>

This day comes in with light  
 E winds heading to the N under  
 easy sail thick fog Big come  
 from every thing the same  
 saw seals birds & a bird - calm wind  
 Hauled more to the S. E heading 7.7 E before  
 the snow 7<sup>th</sup> heading to the S. under easy  
 sail let up a little for 12 hours  
 strong tide 1 P.M. Bar Rising

$$\begin{array}{r} 3-28-20. \quad 50'47'' \\ \underline{23-10} \quad 16 \\ 3-15-120 \quad 50'57'' \\ 14-03-59 \quad 43'08'' \\ \underline{16-1439} \quad 54'39'' \\ 15- \quad 170'37'' \\ \underline{150} \quad 83'-118'' \\ 9 \quad 50'54'' \\ \underline{15-3-39} \quad 113'41'' \end{array}$$
$$\begin{array}{r} 2.6054 \\ 12 \overline{) 3205} \\ \underline{1605} \phantom{4} \\ 1605 \phantom{4} \\ \underline{1605} \phantom{4} \\ 0 \phantom{4} \end{array}$$

181022  
18790  
91340  
25203  
-----  
1813231

Aug. 2

$$\begin{array}{r} 170.41 \\ 85.20 \\ 50.34 \\ \hline 34.26 \end{array}$$

157533  
691048  
495239  
883010

$$\begin{array}{r} 2-12.33- \\ 12 \quad 3-05- \\ \hline 14 \quad 03-40 \\ 13 \quad 31 \quad 20 \end{array}$$

10 17.20

— 8805-51



267 9<sup>th</sup> Wednesday Aug 12<sup>th</sup> 1903

$\begin{array}{r} 10' 28' 40'' = 42' 17'' \\ 38' 20'' \\ \hline 50' 51' 78'' \\ 51' 07' 58'' \\ \hline 16' 16' 45'' \\ 15' \\ \hline 150' 3' 34'' \\ 41' 3' 34'' \\ \hline 101' 3' 34'' \end{array}$	$\begin{array}{r} 151' 53'' \\ 015' 28'' \\ \hline 167' 11'' \\ 195' 13'' \\ \hline 362' 24'' \\ 151' 63'' \\ 015' 78'' \\ \hline 312' 41'' \\ 195' 42'' \\ \hline 508' 23'' \\ 21' 02' 50'' \\ 5' 03'' \\ \hline 21' 07' 55'' \end{array}$	$\begin{array}{r} 15-15-40 = 7' 30'' \\ 7' 30'' \\ \hline 15-23' 10'' \text{ Aug } 13^{\text{th}} = 2' 15'' \\ 2' 15'' \\ \hline 15-20' 55'' - 3-03' 13'' \\ 90' 12' 10'' \\ \hline 74' 39' 05'' - 8' 04' 90'' \end{array}$
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

This day comes in with light air from the S course N. Noon thick fog at times 3<sup>rd</sup> course N. & all sail 7<sup>th</sup> & thick fog course N. some

268 3<sup>rd</sup> Pm. Thursday Aug 13<sup>th</sup>

$\begin{array}{r} 3-29-33 = 49' 32'' \\ 28' 03'' \\ \hline 3' 53' 38'' \\ 11' 12' 20'' \\ \hline 10' 19' 32'' \\ 15' \\ \hline 150' 41'' \\ 4' 43'' \\ \hline 154' 85'' \end{array}$	$\begin{array}{r} 153' 29'' \\ 101' 51'' \\ \hline 3' 94' 40'' \text{ comes in} \\ 74' 3' 7'' \\ \hline 142' 3' 3'' \text{ with light} \\ 84' 36'' \\ 19' 42'' \\ \hline 33' 14'' \end{array}$	$\begin{array}{r} 14' 57' 44'' = 29' 3' 3'' \\ 7' 30'' \\ \hline 15-05-17 \\ 2' 15'' \\ \hline 15' 02' 5-9 \\ 90' 10' 00'' \\ \hline 74' 37' 01'' \end{array}$
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------

all sail 7<sup>th</sup> thick fog hauld up courses  
 9<sup>th</sup> clear heading N.E. Noon clear sun  
 jibsails keep tide Rips de 3<sup>rd</sup> light  
 winds from the N. heading N.E. by E  
 and all sail 7<sup>th</sup> set in thick  
 at times jibed light sails and  
 courses heading E N E

$\begin{array}{r} 10' 28' 40'' \\ 38' 20'' \\ \hline 50' 51' 78'' \\ 51' 07' 58'' \\ \hline 16' 16' 45'' \\ 15' \\ \hline 150' 3' 34'' \\ 41' 3' 34'' \\ \hline 101' 3' 34'' \end{array}$	$\begin{array}{r} 151' 53'' \\ 015' 28'' \\ \hline 167' 11'' \\ 195' 13'' \\ \hline 362' 24'' \\ 151' 63'' \\ 015' 78'' \\ \hline 312' 41'' \\ 195' 42'' \\ \hline 508' 23'' \\ 21' 02' 50'' \\ 5' 03'' \\ \hline 21' 07' 55'' \end{array}$
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



269. 2<sup>nd</sup> Friday Aug 14<sup>th</sup>

1908

3 52 20 =	48 09	154 21	Commonwealth	14 39 33	7 40	44 1
3 52 20 =	10	0 14 55		7 40	7 40	
3 52 20 =	48 19	3 98 26	Light 7 7 10 min	7 40	13	3 08 7
3 52 20 =	48 29	4 77 13		7 40	2 18	
3 52 20 =	75 10	8 92 03	Heading N & E	7 40		
3 52 20 =	169 03	2 14 09		7 40		
3 52 20 =	84 31	12 4 45	N & noon	7 40		
3 52 20 =	48 19	17 48 54		7 40		
3 52 20 =	36 72			7 40		

2<sup>nd</sup> Pm of Timber's light air from the 21<sup>st</sup> H

4 22 43 =	40 46	154 34	3 <sup>rd</sup> Calm 7 <sup>th</sup> Calm	4 22 43	4 22 43
4 22 43 =	10	0 14 55		4 22 43	4 22 43
4 22 43 =	40 58	4 20 17	during day drift	4 22 43	4 22 43
4 22 43 =	45 30	4 80 01		4 22 43	4 22 43
4 22 43 =	75 10	9 177 35	Kelp etc	4 22 43	4 22 43
4 22 43 =	161 43	9 177 35		4 22 43	4 22 43
4 22 43 =	80 57	8 02 34		4 22 43	4 22 43
4 22 43 =	40 58	12 4 45		4 22 43	4 22 43
4 22 43 =	39 53	3 07 19		4 22 43	4 22 43

463  
3241

270. Saturday Aug 15<sup>th</sup>

This day comes in with light breeze 14 21 09 =  
from the E & E course of N  
all sail set smoking 11<sup>30</sup> AM  
saw S.H. 11<sup>40</sup> AM 12<sup>00</sup> Pm 64 36 31  
P.B. struck 3<sup>rd</sup> Pm whale along side pulled  
all sail & started to cut - light E. E winds  
and smooth used 19 Borks. Took in jaw  
Put on two fluke ropes and still from  
the S.E. heading 7. E under two poles  
Gin all hands.  
An awfull S.H. current in the tide Rips





# Heavy Earthquake Shock

Lasted 20 seconds

Stopped the Mate's Watch

271

Sunday Aug 16<sup>th</sup>

1923

This day comm in with light S.E. 14:02:30 =  $\frac{1470}{650} = 485$   
 winds thick fog 4<sup>th</sup> AM all 14:03:20  $\frac{1470}{650} = 485$   
 Hands started to cut Yvon Case 14:06:39  $\frac{1470}{650} = 485$   
 on deck 4<sup>th</sup> heading W under 14:19:25  $\frac{1470}{650} = 485$   
 whole topsails jib spanker and stay sails 14:23:17  $\frac{1470}{650} = 485$   
 Boiling light S.E. 1:20 PM had quite a shock  
 of Earthquake lasted 20 seconds which brought  
 quite a swell with it from the S. 7<sup>th</sup> PM heading  
 NE boiling junk, cut up clear deck  
 ready for another one

272 10 AM Monday Aug 17<sup>th</sup>

This day comm in 13:43:38 =  $\frac{1470}{650} = 485$   
 with light S.E. 13:50:38  $\frac{1470}{650} = 485$   
 heading from N.W. 13:48:07  $\frac{1470}{650} = 485$   
 to NE sailing 13:41:53  $\frac{1470}{650} = 485$   
 Yvon Case 13:40:34  $\frac{1470}{650} = 485$   
 and weather the same heading  
 the same 3<sup>rd</sup> PM breeze freshening  
 up a little Bar high first  
 good drying day since  
 leaving Hakodate 7<sup>th</sup> PM weather heading  
 NE shortened sail for the night Boiling





273

Sunday Aug 18<sup>th</sup>

1908

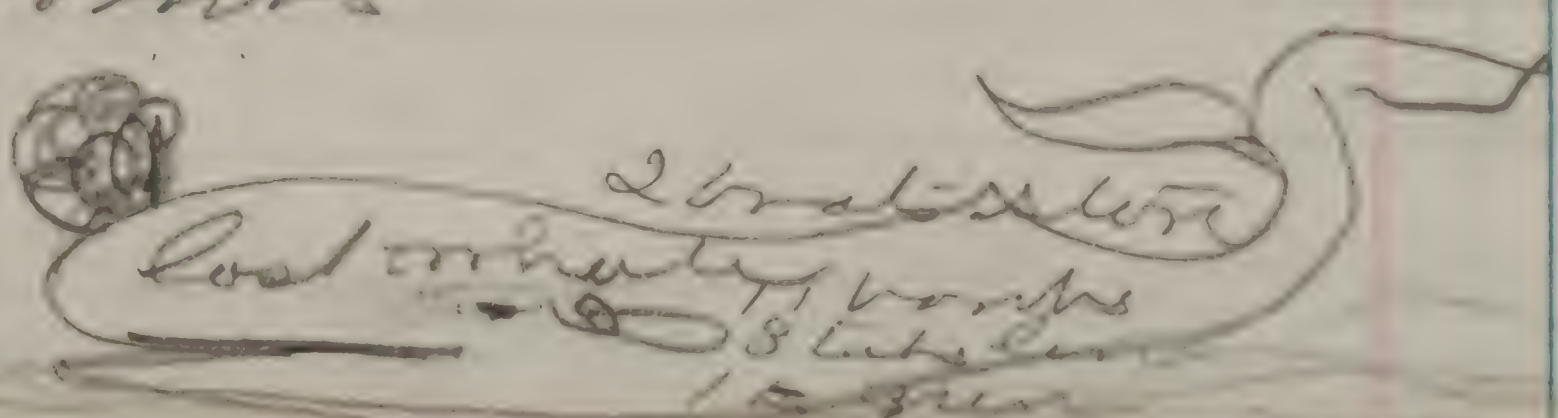
This day commenced with light breeze 13<sup>24</sup> 30<sup>00</sup> = 48 324  
 heading N.W. under all sail 13 32 33 22 36 82  
 Boiling 10<sup>00</sup> A.M. overboard  
 heading E.N.E. from everything 3 30 09 3 35 47  
 The same heading in same 7 6 29 31 3 39 15  
 3<sup>00</sup> Cloudy from wind rose to throughout tide P/O  
 5<sup>45</sup> P.M. Saw S.W. to the windward N. 3 miles  
 6<sup>30</sup> on weather now 2 miles away working to the  
 N.E. shortened sail heading E.N.E. 9<sup>00</sup> finished  
 Tacking

274

Tuesday Aug 19<sup>th</sup>

13 05 16 48 3 46  
 110 2 27 38 22

This day commenced with light breeze 13 05 16 48 3 46  
 N.W. wind for a while heading 13 18 36 3 48 48  
 N.W. & 7<sup>00</sup> A.M. S.W. 5<sup>00</sup> lowered 2 22 3 12  
 H.B. went on lost - 12<sup>00</sup> 3 10 59 3 46 40  
 P.B.B. struck 4<sup>00</sup> lost him 6 49 01 2 boats  
 storm took P.B.B. and S.P. line on whale  
 split in eight - going to the E.N.E.  
 H.B. with 5 plank knocked out: L.B. 1 plank  
 and gunnery -  
 10<sup>00</sup> H.B. went on struck and down  
 12<sup>30</sup> H.B. did not get fast struck with  
 2<sup>00</sup> gun storm had L.B. put on board in and  
 storm lost whale 3 bits line 1 S gun Bashed  
 used 11 B. bits





273 Thursday Aug 30th 1903

This day comm in with foggy  
 11 am wind shifted 10 miles to the  
 W & E then came about daylight  
 shifted E & then E then  
 W & then W & then hauled  
 to the wind heading W & W.  
 dark funnel light sails top sail jib & main  
 heading N.W. & then Bar falling a little  
 then very high

12° 45' 45"	8-10	586
8-10	48	3962
12° 33' 55"	0-149	
2-27	2-27	
12° 31' 38"	3-29-32	
90	3-196	
770	8 32 3	3318

276. 9 am Friday Aug 31st

This day Begins  
 with light  
 air from  
 this course  
 7th under  
 all sail saw  
 comm N. from calm  
 3<sup>rd</sup> from calm saw  
 school killing caps power  
 at 10 am from the S  
 comm N. 4<sup>th</sup> from saw smoke  
 to the E 7<sup>th</sup> shortened sail for the night  
 light air from S.W. Bar falling

12° 26' 03"	8-20	586
8-20	4-102	
12° 34' 23"	2-30	
2-30		
12° 31' 53"	3-15-39	
90	4-18	
770	38-07	3-19-49



277 Saturday Aug 22<sup>nd</sup> 1903

This day Begins with N. 12° 06' 08" <sup>603</sup>  
 winds steady S.E. then <sup>603</sup>  
 N.E. wind veered to the <sup>603</sup>  
 N. heading E.N. until 12' 11' 58" 3.01.07  
 dark felled everything 90 2.30 4.23  
 but lower top sails saw <sup>02-3'05'30</sup>  
 Riggs B. & S. & S. R. P. & S.

278 Sunday Aug 23<sup>rd</sup>

This day Begins with light 11' 46' 02" <sup>627</sup>  
 N. winds heading to the E. 11' 54' 22" <sup>436'5</sup>  
 thick fog squalls to <sup>2.30</sup>  
 round heading N. N. E. until 5' 1' 52" <sup>2'46'31</sup>  
 all sail down Lat. 47° 00' 90 <sup>734</sup>  
 heading from E to N. with 78 08 08 <sup>2'50'67</sup>  
 light air from the N. 8° <sup>8</sup> <sup>ben cast</sup>  
 sky cold and light N. winds  
 Bar. High and falling slowly. Passed  
 through Tide Rips saw some birds  
 1<sup>st</sup> foggy & N. wind to N. but ships under  
 lower top sails heading to the N.



279 Monday Aug. 24<sup>th</sup> 1903

3 12.20 45-23	16963	11.28.45 =	1035.70
23.33	10116	8.20	56
3 41.33	387326	11.34.15	643
141-67.40	480957	2.33	2.33 4501
78.28	884131		
16.25.53	171.26	2.05.09	11.31.52
15	83.43	12 2.36	2.31.09
150 14	45.33	17 07 45	96 00 00
6 13 74	40 110		436
156-28 1/4	116963		2.35.59
4-34-12 = 13.11	40116		
26.43	40951		
4 57 31	911126		
14 55 00	2.29.29		
	78.26		
10 34 35	14817		
	84.08		
15 13 36	45.33		
	72.44		

to the N.W. 6 f from round  
 heading S. Noon wind veered  
 to the S. heading S.W. & 3 f  
 heading E. all prudent sail  
 comes off when the 2 crew

Tuesday Aug. 25<sup>th</sup>

280 2 <sup>nd</sup> P.M.	11.05.18 =	461
4 10.56	8.30	7
23.38	11.13.48	463.7
4 37.31	2.33	
14 56.39	11.11.15	2.15.43
10 2.2.08	90.40.00	7.63
150	78.48.45	2.30.05
5.38		
155-32.1		
4 29.20		
28.52		
4 53.01		
15 10.34		
10 21.42		
15		
150 11.7		
5.12.2		
155-20.7		

32.14 5<sup>th</sup>  
 13.24.2  
 108.33  
 47.13-4.22.140  
 68.48 4.16.213  
 148 2.74.282.16  
 79.13 3-27.37  
 32.37 2.30  
 3.29.57  
 46.49  
 3.14.47

This day comes in  
 with S.E. winds  
 heading S.E. 6 f from  
 round heading  
 S.W. 11 30 S.W.  
 10 45. W.B. struck 2 f  
 whole along side 3 f started to cut to 20  
 Head off Port-Wide in let. Reef lay saw 3 Whales  
 Put Joe Banos into station. B. used 11 Bombs





281 Wednesday Aug 26<sup>th</sup> 1903

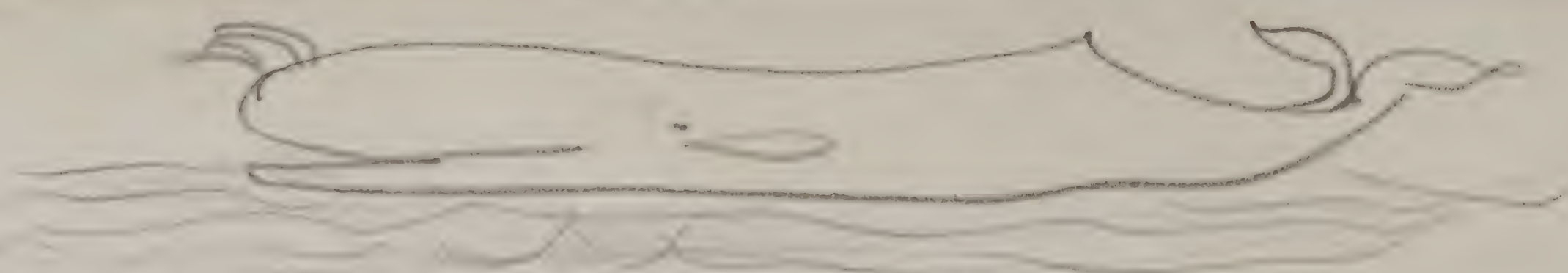
Cornes in with strong S.E. winds 10.44.39 <sup>67.32.4</sup> 8.44 67.9  
 5<sup>th</sup> Am. started to cut 7<sup>th</sup> body in 10.33.19 <sup>8.44</sup> 33 47.5.3  
 7<sup>th</sup> Am. under lower top sails and staysails heading S.E. & Boiling 90.30.00 <sup>2.36</sup> 2.36 1.59.35-  
 Bar. 10. found to be cracked 79.09.17 <sup>2.04.10</sup> 2.04.10

very bad Moderate S.E. gale with rain squalls 4<sup>th</sup> Am.  
 rainy S.E. winds heading S.E. & Boiling under lower top sails and staysails Lat. 47.35.00 R.  
 7<sup>th</sup> Am. furled lower fore top sail S.E. gale with rain  
 Bar. falling fast - 69.6

282 30<sup>th</sup> Am. Thursday Aug 27<sup>th</sup>

4.27.30 = 33.10.30 - 170.30 Cornes 10.23.37 =  
 23.40 33.10 4.18.17 in with 10.33.31 1.43.17  
 4.37.10 33.10 4.18.17 S.E. gale 10.39.35 1.47.71  
 10.23.39 79.30 9.22.23 1.77 thick and 90.00  
 10.23.39 16.2.15 3-12.52 79.30.05 heading  
 10.23.39 31.07 33.10 1.43.17 rainy  
 10.23.39 43.3.2 2<sup>th</sup> Am. S.E. under lower Main Boiling  
 7<sup>th</sup> Am. heading S.E. under lower top sails and  
 stay sail around from the S.W. clear 2<sup>nd</sup> of 7  
 3<sup>rd</sup> clear Big sea - 7<sup>th</sup> thick fog S. winds  
 Heading to the E. Boiling &





313 3<sup>rd</sup> <sup>1893</sup> Friday Aug 28<sup>th</sup>

1903

5-08.33	28.27	17/98	Come in	10.02.52	60.5.30	713
23.42	16	10685		8.50	53	4991
5-02.17	28.37	4.31490	with calm	10 11.42.40	15.9	
15.57.31	47.42	4.88083		2.39	2.39	
16.22.14	19.51	9.37456	Thick fog	10.09.03		
15.6 10				90 00 00	1.25.92	
250.30	78.08	3.43.10	at noon	79.50.37	499	
5.30	28.37	12 1.31	with haze		1.30.91	
135.88	49.28	15.54.31				

11<sup>th</sup> saw school. S. & 1<sup>st</sup> P. on.

Lowest set in thick fog T. B. B. dailed  
 Water back 3<sup>30</sup> Whales passed by the ship  
 going to the E. 4<sup>th</sup> thick fog and 7<sup>th</sup> E. wind  
 heading E. S. E. pulled light sails Boiling  
 dark whales in water from going to windward

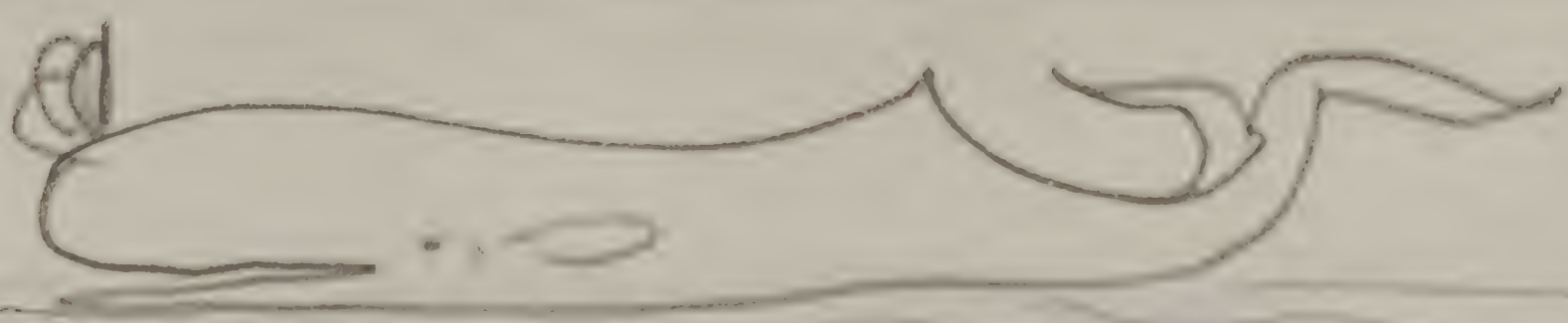
21<sup>st</sup> Saturday Aug 29<sup>th</sup>

72.9  
 340.5

Thick fog in much light 9.41.45-  
 7.15-0  
 1.06.59  
 5.10  
 to the E. 7<sup>th</sup> pulled light sails Boiling 9.50.35-  
 2.39  
 1.13.69  
 at 2<sup>nd</sup> am. set in thick 7<sup>th</sup> clear 9.47.56  
 90.40.00  
 80.13.04  
 under whole top sails and let fore sail down the same  
 thicker than Wed 4<sup>th</sup> large sperm whale passed  
 round to the S. & W. still thick 7<sup>th</sup> clear away  
 saw 4<sup>th</sup> S. & W. to the S. & W. windward going S. & W.  
 slowly T. B. is well and light air short time  
 sail







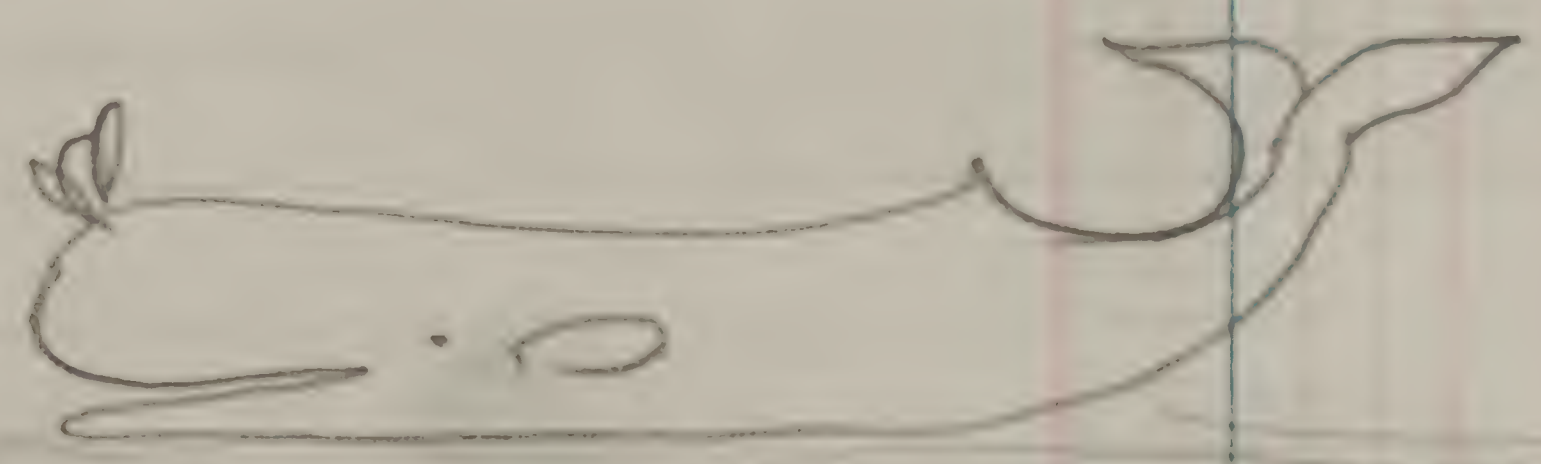
285- 3<sup>24</sup> Sunday Aug 30<sup>th</sup> 1903

437 <sup>4</sup> 3 = 32 <sup>20</sup>	17295- Cornua in	9 20 <sup>28</sup> -	775-
23 <sup>47</sup>	10593	8 <sup>50</sup>	5015-
501 <sup>4</sup> 4	422063	9 39 <sup>18</sup>	
1224 <sup>27</sup>	487063	239	
80 <sup>33</sup>	427013	9 36 <sup>39</sup>	050 <sup>91</sup>
10 234 <sup>7</sup>	160 <sup>52</sup>	90	52
110 45 <sup>3</sup>	3-24 <sup>31</sup>	8033 <sup>21</sup>	056 <sup>12</sup>
5 11 <sup>3</sup>	32 <sup>30</sup>		
153-56 <sup>3</sup>	47 <sup>56</sup>		

10<sup>2</sup> A 7<sup>th</sup> gale full lower fore tops  
 sail S. V on Star beam 12.20 wind hauled  
 to the S heading same sail 7<sup>th</sup> laying too under  
 Race Pole heavy rain squalls heading to the S.  
 266. Monday Aug 31<sup>st</sup>

347 <sup>12</sup> = 39 <sup>14</sup>	17032 Cornua in	8. 59.02	576 760
23 <sup>50</sup>	10548	9 08.02	5320
411 <sup>02</sup>	402639	272	
1436 <sup>41</sup>	484566	9 05.20	032 <sup>55</sup>
10 25 <sup>39</sup>	167 <sup>49</sup>	90 <sup>10</sup>	533
110 45 <sup>3</sup>	404785	70 <sup>5</sup>	440
5 11 <sup>3</sup>	39 <sup>24</sup>		
156-24 <sup>3</sup>	44 <sup>30</sup>		

11<sup>th</sup> A.M saw 2 large S V to the S. windward set fore sail  
 and jib 1<sup>st</sup> on Star beam. now round heading N. 1<sup>30</sup>  
 hauled jib Digs. from the S. 2<sup>20</sup> now ship heading  
 to the S.S.V. squally S. winds d-n. The Hole Bar high  
 7<sup>th</sup> wind getting better heading to the S.S.V  
 under easy sail





287

Tuesday Sept. 1<sup>st</sup>

1903

This day commencing with S gale  
thick and raining heading to  
the N under lower top sails  
7<sup>00</sup> furlled lower fore top  
sail by sea. T. at low  
12<sup>40</sup> heading 7th Bar. Rising 6<sup>00</sup> heading  
N. gale not seen round heading S. S.  
set lower fore top sail

8.37.27	<sup>1035-40</sup> 9.00	77.4
8.46.27	<sup>1011.62</sup> 2.43	5.41.5
8.43.43	0.14.46	
90.10.00	<sup>5.77</sup> 0.19.87	
81.16.13		

289

Wednesday Sept. 2<sup>nd</sup>

3<sup>36</sup> P.M.

4.47.20	30.12	
23.33	10	
5.11.25	30.22	16744 = 3.34.40
12.34.40	47.09	00465
10.23.15	41.38	4.25.90
15	5.9.09	4.87.909
150.43.34	79.34	9136908
155.48.34	30.23	
	49.12	

8.18.45	=	78.2
9.10		536.9
8.24.45		
2.43		0.42.9
8.23.03		3.40
10.00		1.79
81.37.57		

Round through strong tide Rips upon Everything  
the same 2<sup>00</sup> thick fog Bar High  
8<sup>30</sup> Clear furlled light sails and Journal  
6<sup>30</sup> Then ship heading to the N. E by N  
under whole top sail and Jit.  
Nice breeze and fine weather



1902<sup>52</sup> PM Thursday Sept. 3<sup>rd</sup>

1902

4-01-52 = 36'13	0'171-42	Begin	7' 533-4	601532 799
23-57	10 0'005-40		9'10	9-10 799
4-25-49	36-23	4-015-89 with light	8'0307	5593
4-50-52	77-38	4-861-40	2'43-	
10-25-13	81-59	7th winds	8'0019	02382
10-15-3/4	16600	9/2411	90	0000 339
10-15-3/4	83-00	2-51-10 heading	8'13-9	410'1773
10-15-3/4	36-23	13 10'3-2 to the N.E.		
10-15-3/4	46 3717	50'3-2		

under all sail saw Birds

For back tide Rips from anything the same  
 heading the same 3<sup>rd</sup> anything the same  
 7<sup>th</sup> full light sails heading N. E. Back high  
 29/1 2<sup>56</sup> PM Friday Sept. 4<sup>th</sup>

4-07-40 = 34'55-	0'17449	Begin	7'3106	811
24-00	10 0'00387		9'10	5677
4-31-40	34-05-	0'00387	7'4106	
4-56-36	48-00	4'10304	2'25-	0'42'65-
10-24-8-6	82-22	4'86155- with light	7'38'21	5-67
10-14	16 5-2	79-14995- 7th wind	90	0000 3698
10-14	82-43	2-56'36 heading	3'2139	
10-14	35-65	12 7'3-713		

from 7/7 N. by E. to N. N. E saw. Kikus grampus  
 Birds tide Rips 6<sup>th</sup> over round heading  
 S. S. N. 9<sup>th</sup> over round heading N. 12<sup>th</sup>  
 over round heading S. N. all sail out  
 saw. 8<sup>th</sup> to the N. 3<sup>rd</sup> fine weather  
 heading S. N. 4<sup>52</sup> PM whale named Lukus  
 4 points on the water 4 miles away N. N. 5<sup>th</sup>  
 light N. winds Sulphur bottom 7<sup>th</sup> PM  
 Put ship under lower top sails and  
 stay sails heading to the S. N. -  
 with light 7th winds



292. ~~2<sup>nd</sup>~~ ~~Wednesday~~ Saturday Sept 3<sup>rd</sup> 1903

4.55.37 = 38.22	0.16.998	comes	7.08.50 =	402.350	822
24.42	0.10.350		7.12.12	55-	
4.39.43	4.09.506	in with	7.19.60	401.65	575.4
14.52.37	4.16.633	fine 7/4	2.45	2.45	
16.22.44	9.13.481		7.16.13	1.02.24	
15.22.44	2.58.33	rounds 96	20.00	5.75	
150.30	12	heading	7.2.43.43	0.3.6.49	
155.41	47.19	2 the R. & R. under all			

sail Banding new sails noon puff 7/4.  
 winds heading the same 3<sup>rd</sup> PM. Anything  
 the same heading from R. to R. by S. 4<sup>th</sup> PM  
 saw much to the S. steamed S. 7<sup>th</sup> PM. sulphur  
 bottoms came to the kind heading to the R.  
 shortened sail

405.60  
 9.20  
 56

293. 2<sup>nd</sup> ~~Wednesday~~ Sunday Sept 6<sup>th</sup>

3.35.30 = 39.32	0.16.608	comes in	6.47.38 =	401.68	
2.40.55	0.10.316		9.20	2.48	
3.49.35	3.9.502	with fresh	5.6.58	1.22.11	
14.21.04	4.15.087	7/4	2.48	3.12	
10.21.11	16.9.478	97040	3.4.10	1.16.29	
150.13	2.22.22	6 <sup>th</sup> course	98	8.32	
155.17	1.16	R. & R.	83.0	58.24	
155.17	6.50	R. & R.	3.5.50		

7 7<sup>30</sup> Land chanced under 3<sup>rd</sup> PM

whales going quick to the 7/4 saw two  
 whales first Rising thick fog then clear  
 saw sulphur bottoms plenty of birds  
 7<sup>th</sup> PM heading R. fresh evening thing R.  
 lower 1/2 sail





294 Monday Sept. 7<sup>th</sup> 1908

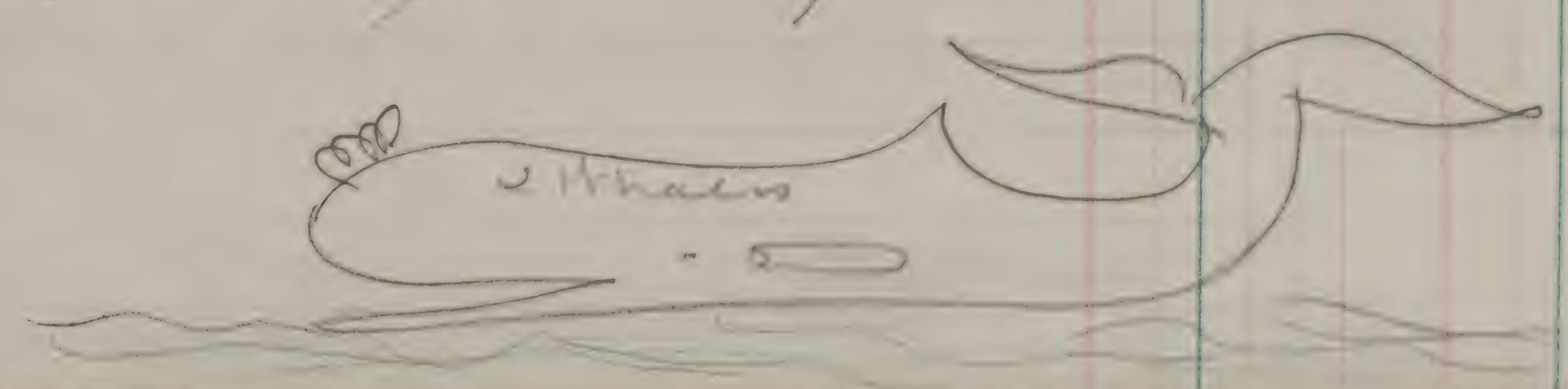
$4^{\circ} 07' 41'' = 34^{\circ} 38' 16''$   $1677$  comes in  $6^{\circ} 25' 19''$   $841$   
 $24^{\circ} 07' 10''$   $10$   $16288$  with light  $920$   $5887$   
 $4^{\circ} 31' 48''$   $34^{\circ} 43' 41''$   $10501$   $487015$   $6^{\circ} 34' 39''$   
 $14^{\circ} 54' 17''$   $83^{\circ} 28'$   $9-14640$   $2^{\circ} 48'$   
 $16^{\circ} 22' 26''$   $63^{\circ} 22'$   $2-55-50$  course  $142^{\circ} 17'$   
 $150^{\circ} 30'$   $82^{\circ} 41'$   $12$   $1^{\circ} 36'$   $876$   $6^{\circ} 13' 51''$   $581$   
 $5-36$   $1434^{\circ} 43'$   $14^{\circ} 54' 17''$   $16^{\circ}$   $98$   $00$   $00$   $13629$   
 $155-36/47$   $3-4$   $83^{\circ} 28' 09''$   
 under all sail

Plenty finback Birds tide Rips Noon heading  
 to the N. W. & S. E. Every thing the same  
 7<sup>th</sup> heading 7 under easy sail  $643^{\circ} 50'$

295 — Tuesday Sept. 8<sup>th</sup> 842

This day comes in with light  $6^{\circ} 02' 53'' = 59^{\circ} 43'$   
 S. W. winds daylight - course  $6^{\circ} 13' 13''$   
 7<sup>th</sup> 8<sup>th</sup> school S. W. 9<sup>th</sup> course  $248$   $2^{\circ} 02' 44''$   
 P. B. R. S. R. struck 2<sup>nd</sup> m  $6^{\circ} 09' 35''$   $59^{\circ}$   
 $83$   $5-6$   $35$   $136^{\circ} 50'$   
 2 Whales alongside seen

15- Whales going to the E slowly 8<sup>th</sup> started  
 to cut - Engine gave out - Fore & Hand  
 7<sup>th</sup> Head off of one Part of body now  
 round heading to the E.  
 Lat.  $47^{\circ} 36'$  Long.  $155^{\circ} 45'$  S. R.  
 Fin Weather Bar very High  
 4 Note off duty since the 20<sup>th</sup> Aug.





296 Wednesday Sept 9<sup>th</sup> 1903

This day commenced with  
thick rain & gale 4<sup>th</sup> all  
hands worked in the two trawls  
and had head landed at  
noon still thick raining  
& gale. Two men Whales Big small  
Bar falling slowly 5<sup>th</sup> P.M. Junk cut up  
wind hauled to the S.W. and light Big small  
Boiling

5-40-32	=	5-30	856
9-30		56	
5-49-42		6-16-8	599.2
2-48		2-48	
5-46-34			
9-30			
8-41-36		2-22-90	
		5-99	
		2-16-91	

297 Thursday Sept 10<sup>th</sup>

Commenced with & gale  
heading to the S.E. under  
lower Main top sails  
and stay sail fog and  
rain from Port  
Head. Heading the same under  
the same sail still thick and  
raining 8 P.M. Every thing the same  
Big sea Bar. falling slowly  
7<sup>th</sup> thick rain & gale Boiling

5-17-44		5-17	
9-30		2-57	
5-37-17			
2-51		2-43-53	
5-24-23		6-03	
9-30		2-37-50	
8-43-37			



298. 2<sup>50</sup> Pm Friday Sept: 11<sup>th</sup>

1903

3.54.29 = 33.40 0.75.90	Regina	4.35.02 = 867
24.17	10 0.00.77	9.30
4.18.46	38.50 4.05.49	with rainy - 4.32
14.46.15	48.10 4.88.20	2.51
16.37.29	84.58 4.11.46	5.01.41
150 43.14	166.38.9+11.46.5	3.04.30
156.21.4	83.29 2.49.13	90 00.00
	33.50 12 2.58	84.58.19
	14.46.15 - hauled	2.58.24

to the N.W. with heavy gale under  
Van Poles heading to the N. Cooled down soon  
clear N.W. gale Big sea Bar Rising  
8<sup>th</sup> Everything the same 5<sup>th</sup> Pm Whale  
all round the ship N.W. gale  
Saturday Sept: 12<sup>th</sup>

872  
61.04

299 3<sup>00</sup> Pm

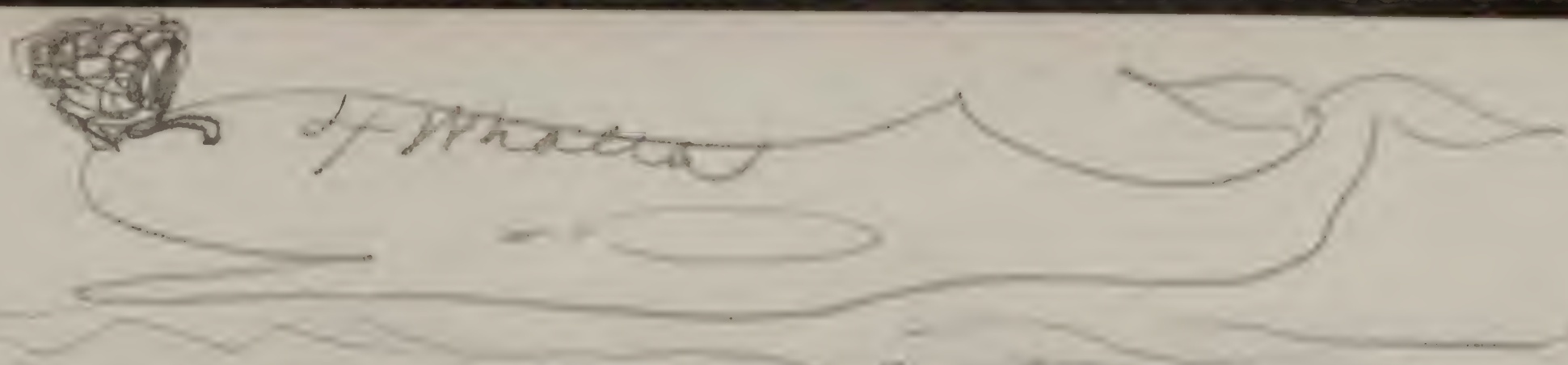
4.08.42 = 31.11 0.17.39	Regina	4.32.14
24.20	10 0.00.73	9.30
4.33.02	31.21 4.12.6.2	4.41.44
15.12.29	47.56 4.18.90	2.51
10.29.27	85.21 9.19.17	4.38.53
150 133.4	164.38 3.05.48	90 00.00
157.21.3	82.19 12 3.17	3.25.18
	31.21 13.03.29	6.10
	15.03.29	3.19.08

heading S.S.E. under  
Lower Main top sails  
very Big on Noon Better Weather  
heading S.S.E. and Boiling at lower  
for Bar High 7<sup>th</sup> Everything the same  
strong S.W. winds









302 Tuesday Sept. 13<sup>th</sup> 1903

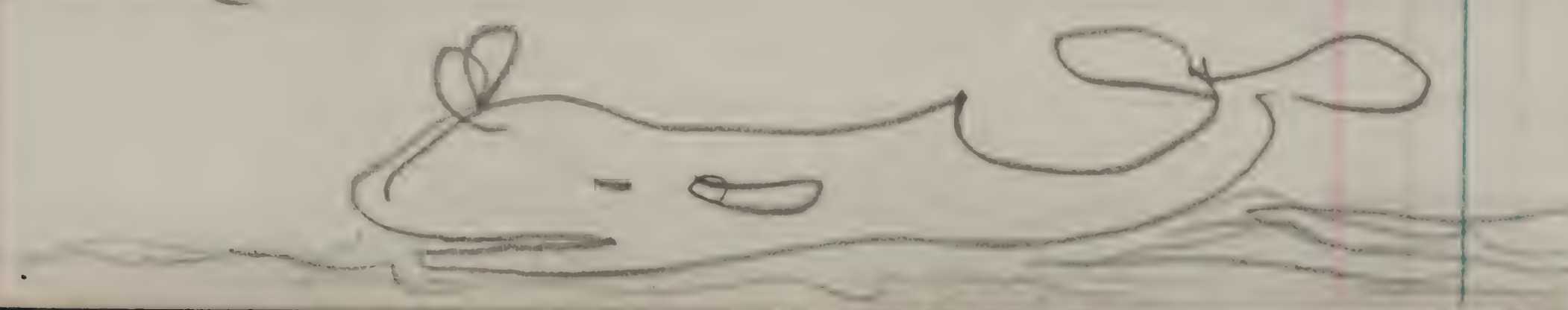
This day commenced with strong S.W. winds 7<sup>th</sup> S.W. to the 15<sup>th</sup> lowered H.B. struck 3<sup>rd</sup> whale along side the house on him very bad sea running saw H.B. shoulder gun Busted Engine gave out used 23 Boms. 1<sup>st</sup> strong S.W. winds Big swell and High Barometer

3'23'23"	15'80"
9'40"	3'55"
3'33'03"	11'55"
2'54"	2'54"000
3'30'09"	4'28'32"
90'10'10"	6'16"
86'29'31"	4'32'16"

303. 2<sup>nd</sup> P.M. Wednesday Sept. 16<sup>th</sup>

3'02'23"	39'04"	16020	commenced	3'10'18"	6'16'7"
24'28"	39'17"	00064	strong S.W.	9'40"	
3'26'43"	76'11"	3'82'32"	winds 5-6 P.M.	3'89'38"	4'49'47"
3'38'27"	76'53"	4'86'377"	started to cut	2'31"	6'16"
16'31'31"	172'22"	8'84'795"	strips & catches	3'17'07"	
13'43'84"	39'17"	2'03'07"		90'10'10"	7'43'31"
107'52'34"	76'57"	1'38'27"		86'52'56"	

Parted Put on another trap Hooked on two out Hooked on again tore out - Knocked off from round at Tuesday 10<sup>30</sup> A.M. saw S.W. to the 7<sup>th</sup> Horn Hooked on again and tried it light S.W. winds Big swell. 5<sup>30</sup> P.M. Body in head sunk when they it off used chain straps in Boarding Bar. very high 6<sup>th</sup> round heading to the Hunder Gary said 5<sup>30</sup> P.M. S.W. to the S.W. 2 miles away 7<sup>th</sup> ready to Berle





304 3<sup>rd</sup> Pm Thursday Sept: 17<sup>th</sup>

1903

4' 04' 34"	30' 41"	Begin with	2' 37' 09"	wt 580	882
24' 30"	10		9' 40"	58	6174
14' 59' 37"	30' 37"	1600 light st	2' 46' 49"	wt 174	
10' 30' 33"	46' 13"	1000 49	2' 54"	254	
15'	27' 16"	4' 133 88 winds	2' 43' 55"		
159 30	164 22	489 254	2' 43' 55"		
159 30	25' 11"	911 86 78 day light	2' 43' 55"		
159 30	30' 37"	3-04' 41 Madrell	2' 43' 55"		
159 30	31' 2"	12 5' 04"	2' 43' 55"		
159 30	31' 2"	12 5' 04"	2' 43' 55"		
159 30	31' 2"	12 5' 04"	2' 43' 55"		

8<sup>th</sup> more round heading 7. 7000 light.  
 11<sup>th</sup> inside Boiling water 10000 surface  
 Bottoms for boats passed through tide Rips  
 1<sup>st</sup> Pm heading to the 7. under easy sail  
 Boiling

305 Friday Sept: 18<sup>th</sup>

551  
6' 6' 7

This day commences with light.  
 S.E. winds Boiling Bar.  
 Falling fast: 7<sup>th</sup> full  
 down for top sail and  
 stay sail 7000 Put ship  
 2000 poles coiled down thick rain  
 S.E. gale Big sea running down the  
 Hole heading to the N. S. at 3<sup>rd</sup> Pm.  
 8<sup>th</sup> round Moderateing Bar Rising  
 heading 7.



307. 8<sup>15</sup> am Sunday Sept: 20<sup>th</sup>

$3 - 08.20 = 36'33$        $16853$       all prudent trail at day light  
 $2438$        $16853$

$$\begin{array}{r} 27.10 \\ 172.36 \\ \hline 86.10 \end{array}$$

$$\begin{array}{r} 2-06.16 \\ 12 \quad 6.08 \\ \hline 36.43 \end{array}$$
 overhead gutt anell  
 10.08

6 2/2 49 30 74 00 00 heading 7 3/4 5-30 To light.  
56 47 1/2 54 S. S. winds heading 7 3/4 quite a  
snow on apt Bar. High 90 lbs 1 3/4 gal but  
stowed down 7<sup>th</sup> shortened sail for the night.  
Bar. High and Raining.







310

Wednesday Sept. 23<sup>rd</sup>

1903

This day comes in with light  
 E winds 5<sup>th</sup> started to  
 cut steam gave out & spec  
 parted 7<sup>th</sup> all ready 18<sup>th</sup> to  
 The S.H. from Case landed  
 2<sup>nd</sup> comm S.H. 8<sup>th</sup> junk cut up Dealing  
 Bark to the S.H. called her The Alice Knowles  
 Boiling Calm. Bar. very high

0.17.24 =	879
9.40	6.09.0
0.17.04	
2.54	7.17.02
98.27.10	6.09
89.35.50	7.10.93

311

Thursday Sept. 24<sup>th</sup>

This day comes in with  
 Moderate S.H. winds Alice  
 lost aboard 7<sup>th</sup> jammed in Knowles  
 full. Reports Morgan 2 H. Hicks 3  
 open since they saw her last  
 from Hokodati 3<sup>rd</sup> saw Dealing  
 Behr. Bound to the S.H. 370 Skins  
 since she sailed 7<sup>th</sup> Shostin  
 soil got 4 1/2 bbls Beef Lin  
 Peanuts from Alice Knowles  
 coming in a gal  
 1/2 mile off from the  
 Iron Crown



312 Friday Sept: 25<sup>th</sup>. 1903

This day comes in with  
S.E. gale Boiling lay in  
under Bar 10.5  
Thick fog gale on  
5<sup>th</sup> heading 4.7.7

$$\begin{array}{r} 0' 29' 22'' = \frac{645-90}{9-50} \text{ f69} \\ 9' 50'' \\ \hline 0' 19' 32'' \\ 2' 57'' \quad 1172 \quad 6020 \\ \hline 2' 57'' \end{array}$$

$$\begin{array}{r} 0' 22' 29'' 7' 58' 35'' \\ 90' 1' \\ \hline 90' 22' 29'' 7' 52' 53'' \end{array}$$

Finished boiling set  
lower Main top sail Thick fog

313. Saturday Sept: 26<sup>th</sup>

This day comes in with  
light S.W. winds come  
2<sup>nd</sup> under easy sail 1<sup>st</sup>  
wind hauled to the S.E.  
came the same 9<sup>th</sup>  
saw large truck to the  
H. 11<sup>th</sup> saw that we called S.W. set  
in thick and rainy saw finbacks  
3<sup>rd</sup> Thick with heavy rain laying  
about wind hauled again to the S.  
Went to the Hole & <sup>30</sup> finished  
storing oil 9.3 1/2 wind from N.W. laying  
about thick fog Big swell Bar falling

$$\begin{array}{r} 0' 52' 46'' \quad 853 \\ 9' 50'' \quad 597.5 \\ \hline \end{array}$$

$$\begin{array}{r} 0' 42' 56'' \quad 819.22 \\ 2' 57'' \quad 597 \\ \hline \end{array}$$

$$\begin{array}{r} 0' 45' 53'' \quad 813.15 \\ 90' 10' 10'' \\ \hline 90' 45' 53'' \end{array}$$

saw that we called a sperm whale  
thick fog set in



314 Sunday Sept-27<sup>th</sup> 1903

This day commences with strong 1' 16' 10" =  
 9' 50" 8' 40"  
 9' 50" 8' 40"  
 1' 06' 20" 8' 39' 50"  
 2' 5' 7" 3' 9' 2"  
 heading to the N.W. made 9' 1' 09' 17" 8' 38' 62"  
 all pendant sail from foggy overboard  
 steamed to the S.E. & fog squalls during  
 the after noon sail. Breeze kept  
 7' Bar tray up thick fog 8' 40"  
 315 Monday Sept-28<sup>th</sup> 58' 80"

Begins with strong S.W. 1' 38' 34"  
 9' 50" 8' 50' 52"  
 winds and rain heading 1' 39' 44" 8' 50' 52"  
 to the S.E. now clear 2' 5' 7" 8' 53' 92"  
 Lat: 47' 31" 7' 2<sup>nd</sup> set in 9' 1' 33' 41"  
 thick again almost a gale heading  
 the same way some drift-stuff  
 Big sea on 5<sup>th</sup> 3<sup>rd</sup> from. Every thing  
 the same heading about the same  
 wind inclined to haul to the N. quite  
 cold. Time to get out anchor  
 like to get one more haul of  
 possible 1<sup>st</sup> clear. N.W. winds  
 heading to the S.W. easy sail



316 8<sup>00</sup> am Tuesday Sept: 29<sup>th</sup> 1908

9-11-30 = 19' 44"	16676	Come in	2' 02' 56"	832
35-10	10	10025-	9' 50"	5724
9 34' 30"	19' 36"	4' 24' 19"	with shoring	1' 53' 06"
10 20' 32"	47' 04"	49' 35' 47"	7th mids	2' 57"
10 24' 02"	91' 56"	9' 36' 47"	91' 56' 03"	9' 19' 87"
150	15-8' 36"	20-03-44	covered	5-82
6 1/2	79' 38"	9' 14"	7th mids	9' 14' 05"
156 1/2	19' 58"	30' 01' 32"	7th mids	
	3-9' 32"			

165 1/4 to the light under all  
 2-17-17 = 25' 71" 10025- prudent sail 8<sup>th</sup> heading  
 7-2-77 25' 31" 4' 13' 99" L.H. with light-stk on mid  
 15 04' 52" 46' 32" 4' 9' 22' 19" place of life round  
 10 22' 35" 14' 40' 9" 3-12-04 6<sup>30</sup> P.M. tied her down  
 150 3 39 3/4 2 3 2 1/2 15-04' 52" for the night- 822  
 156 38 3/4 5-6' 48"

817: 8<sup>00</sup> am Wednesday Sept: 30<sup>th</sup>

4' 07' 00"	26' 50"	15888	Begin	226' 18"
25 03	10	10038		950
7 32' 03"	27' 06"	10 402	with shoring	2' 57"
14 33' 32"	76' 45"	91' 651	7th mids	9' 39' 72"
10 21' 39"	92' 10"	59' 17' 974	92' 79' 35"	5-23-
150	16 3-2 59	3-03-04	camp	9' 33' 97"
5 15 1/4	82' 02"	12 9' 34"	L.H. saw junks from	
153-22 1/4	27' 04"	17 33' 32"	course see 3 <sup>rd</sup> course	

W.E. all prudent sail 6<sup>th</sup> tied her down  
 for the night heading W.E.



gale

318

Thursday Oct. 1<sup>st</sup>

1908

Commenced with strong winds 2 49.38  
 Commenced under top sail 2 9.50  
 for sail and ditto 6 - Commenced 2 39.48  
 & the E by N. Muzzing on 9 2 2.57 9 59.34  
 Noon pulled up for  
 top sail 3 - pulled up for main and  
 ditto 3. Gale, Commenced the same 6 -  
 Everything the same 8. Gale saw  
 Jacked Birds & Bound Home

319 3<sup>rd</sup> Pm Friday Oct. 2<sup>nd</sup>

3 51.42 = 24.54 Begin 3 12.57  
 25.08 10 16.38 5.8 11.7  
 44 16.50 25.04 16889 with 3 02.19 16.28 8.01  
 15.10 10 46.39 63 2.52 10.31 6.40.8  
 10 43 10 93.05 - 4.12.172 strong 9 305.13  
 15- 16 4.48 49.25.55 - 10.18.70  
 150 82.27.92 1099 6.70  
 10 43 1/2 25.04 3-10-12 Commenced  
 160 47 1/2 5-7 3". 10.12 3-11-12 all sail 10.12.30

That will draw. Yvon Big cross  
 sea on. 3 - 10m Everything the  
 same Commenced the same 1 - pulled  
 Main top gallant. Big sea running  
 Commenced from the 11



320 Saturday Oct. 3<sup>rd</sup> 1908

Cornus in with strong 7th 3 36 13 = 788  
 winds course & all sail 3 10 31 6312  
 That will draw. Yvon 3 35 33 6  
 rain squalls wind 93 21 29 10 37 78  
 from it it course the same 631  
 7<sup>th</sup> 10m. Everything the same course 18 31 47  
 & Big sea on Bar. fied

321 34 Pm Sunday Oct. 4<sup>th</sup>

3 36 13 = 23 13 15-136 Cornus in 3 59 27 776  
 25 13 99 6308  
 3 5-2 26 23 23 - 16308  
 13 08 55 76 01 49 29 52  
 11 17 29 163 18 91 53 090  
 12 81 39 3-19-45  
 165 14 12 23 23 3-19-45  
 4 14 1/4 58 17 3 08 53  
 169-22 1/4  
 3 59 27 10 38  
 3 48 49 10 36 37  
 2 54 620  
 93 54 43 10 38 37  
 & all sail that will  
 draw. Yvon course

& 1/2 7<sup>th</sup> furler top gallant sail heavy  
 squalls 3<sup>rd</sup> Big sea on course  
 some with rain and hail squalls  
 passed 8<sup>th</sup> during the night.  
 1<sup>st</sup> squally it arrived Big sea  
 Bar. High



322, 3<sup>40</sup> PM Monday Oct 5<sup>th</sup> 1903

2 50 28 = 25 5 2	155 11	Begin	4 22 38	762
25 15			10 38	6096
3 15 43	26 02	1108999	with storage	
4 49 41	75 36	4-92810	7 13 10	
11 3 3 38	94 15	9-16940	2 54 11 15 02	
15	16 5 53	3-00 50	94 14 54	6 09
16 5	82 56	11 09	11 08 93	
17 8	14 1/2 26 02			
118 29 1/2 56 54	14 49 41			

Main lower for and  
 fore sail set upper fore from Eng. Day.  
 set that will draw. course E 1/2 N.

Big sea. Bar High 7<sup>th</sup> the same

323 3 <sup>40</sup> PM Tuesday Oct. 6 <sup>th</sup>	58 58
2 57 39 = 22 5 8	15204
25 18	
3 22 57	23 08
13 09 17	45 12
11 46 20	94 37
15	16 28
16 5 30	81 28
11 30	3 20 43
176 35	5 8 20

all sail set that  
 will draw. from course E 1/2 N  
 Big swell Bar High 3<sup>40</sup> the  
 same wind and weather  
 7<sup>th</sup> PM light 7<sup>th</sup> winds hauling  
 to the N. E.



324 Wednesday Oct-7<sup>th</sup>/1903

Begins with Calm  
Big swell from N.W.  
Yoon heading N.  
Wind from the E.  
3<sup>rd</sup> light S.E. winds

5:05:50	<u>52</u>	78 $\frac{1}{2}$
11:36		63-79
4:57:17		
2:54		
9:50:00		11:38:47
		6:52
		11:44:30

Overcast sky looks like rain  
Partly Eclipse of moon last night.  
saw Devil fish or Squid Bottom

325 Thursday Oct. 8<sup>th</sup>

Thursday Begins with  
N.E. gale heading to the  
S.E. under lower Main

5:31:57	<u>57</u>	11:44:17
11:24		2:57
8:30:27		11:24
2:51		12:48:23
9:52:31		6:42
		12:01:50

Up sail and stay sails  
Thick and raining Yoon every thing  
the same Bar. low and falling  
Big sea running good day to  
scripshaw which I am doing  
7<sup>th</sup> pulled lower Main and stay sail wind  
the same with heavy rain squalls  
Bar. still falling and full sea on

gale



326

Friday Oct 9th

1908

This day comes in with thick fog  
rain and calm, awful.

sea on, ship pounding hard  
Yoon Every thing the same  
Under lower main top sail

3<sup>rd</sup> light air from the S No Stowage war  
on the ship set lower fore and juncail  
10<sup>th</sup> clear of fog.

327. Saturday Oct 10th

This day commences with  
with strong N.W. winds S.E.  
Under upper top sail

much hauled to the N.E. 96 09 06  
Heading E pulled lower fore top sail  
and juncail N.E. gale with rain  
Big sea. Yoon pulled lower main top  
sail and main stay sail wind same  
A.C. P.M. Bar rising round during  
evening but still having rain squalls  
down the hole. The weather getting better  
round our port and over head. Bar rising  
all the time

gale

5-54-47	696
11-24	6264
5-43-23	12-35-16
2-51	624
96-46	17121890
57	57
11-24	11-24
57	257
6-17-39	677
11-24	6093
6-06-18	12-41-60
2-57	609
96-09-06	123856



328 Sunday Oct 11<sup>th</sup>

1908

Come in with light 7-8  
winds heading E S E from  
calm. Big swell forecast -  
sky partly light - S.W.  
winds go strange way

6	40 25 =	$\frac{5.7}{11.24}$	33-
6	39.01	$\frac{5.7}{11.24}$	2.57
96	31.52		59.22
			12 37.67
			5.92
			12 31.75

329 Monday Oct 12<sup>th</sup>

2 09.37 = 26.22 14657 Come in  
2.5.33 10 103.17  
2 35.40 24 324.02386 with light  
14 33.46 44 384.93563  
11 57.36 96 339.18981 4 ams from  
16 7.55 2.45.33 with  
163- 83.57 13.07  
14 13- 26.32 14 33.46 then calm  
179.24 57.25

7.08.07	13 13.22
11.24	5.73
6 31.43	13 13.22
2.51	5.78
96 5.435	13 07.49

Come Ely N all sail set

8<sup>th</sup> Pm light 7. Winds course Ely N. all sail

329 Monday Oct 12<sup>th</sup>

3 06.50 = 25.10 14478 Come in  
12 23.83 10 103.44  
17 33.23 24 320.416155 with light  
2 40.30 44 341.74928 66  
1 51.33 97.12 913.943 7 winds  
13 46 166 46 913.943  
145.44 83.23 2.5.4.09 course  
172.44 25.20 13.19

7.08.07	13 13.22
11.24	5.73
7 14.31	13 18.95
2.51	
9 7.11.41	

from E to N Long Hakeing this day  
We gained the day & lost in passing from  
the 1<sup>st</sup> to 2<sup>nd</sup> light - ams from the 7.  
Course the same 8<sup>th</sup> Pm Muz from  
the 7<sup>th</sup> light course Ely N all sail  
High Barometer



gale

330

Tuesday Oct-13<sup>th</sup>

1908

Begins with light S.E. winds  
 heading E. 7. E. Everything set-  
 noon. Reduff Royal. Soft topsail  
 fore and top gallant sail and  
 flying jib wind canting to the S. W. 13:33  
 course E. 7. 5-30. Ship under  
 lower top sails and fore sail course E. 7.  
 Bar falling slowly. S. gale  
 8<sup>th</sup> S. gale thick and raises some sail 593

7 25 43  
 11 13  
 7 36 55  
 3 28  
 7 34 07  
 13 28 20  
 13 33 78

331 2<sup>nd</sup> Wednesdays Oct-14<sup>th</sup>

5-33 37

1 51 13 = 23 24 14553  
 2 25 38 16 10419  
 14 11 30 23 34 409104  
 2 48 20 44 20 493463-  
 11 28 30 97 37 7537  
 13- 16 3- 3-19 7537  
 105- 82 55- 3-02-08  
 7- 7 1/2 23 84 13 48  
 172-7 1/2 59 31 2 48 21

7 48 13 =  
 11 12  
 7 13 9 25 = 13 42 75-  
 2 71 5-33  
 97 156 37 13 48 08

This day comes in with strong N. W. winds course E. 7. all sail but Royal & 7 gallant and fly jib in Middle Port strong N. W. winds 3<sup>rd</sup> The same Big sea Bar still 8<sup>th</sup> strong N. W. winds course E. 7. Bar falling a little



332 2<sup>53</sup> PM Thursday Oct. 15<sup>th</sup> 1903

136.09 = 22.37	0.14173	Come in	8.10.36	56	56
12.25.40	0.00457		10.16	56	56
14.03.48	4.11857	with strong	8.28.52	10-16	570
2.53.52	4.93606		2.58		560
11.09.57	9.20093	4 winds	9.17.54	13.56.72	
16.4.54	3.07.58	come Eyr.		4.56	
16.5.14	14.01			1401.28	
2.14.44	2.53.52	all sail that will			
117.29.4	8.9.40				

draw Big sea 3<sup>rd</sup> PM squally

4 winds come the same 8<sup>th</sup> 4 winds come the same

333 2<sup>58</sup> PM Friday Oct. 16<sup>th</sup>

128.5.44 = 22.00	0.19848	Come in	8.32.53	14.10.12
23.7.2	8.00514		10.16	436
15.4.37	4.13630	with 7 E	8.43.19	
2.57.23	4.98709	winds	2.58	14.4.48
10.3.7.14	9.21701		9.40.11	
16.4.16	3.11.37	day light		
14.3.12	14.14			
16.4.18	2.57.23	hauled top sail courses		

Set 7 E Gale 10<sup>th</sup> Wind hauled to the 7<sup>th</sup> Made sail from Royal on her course E by N. 3<sup>rd</sup> wind from the 7<sup>th</sup>.  
 Hauled Head sail upper for fore top gallant. Main sail up for fore and Big sea Bar Rising slowly.  
 5<sup>th</sup> fine breeze with rain squalls.  
 Come E by N. all sail

gale





334 Saturday Oct 17<sup>th</sup> 1908

2<sup>nd</sup> P.M.  
 11 30 = 22 17 0 13 4 58 Comm 8. 53. 08 58- 55  
 25 7 5 10 0 00 5 72 in with 10 55- 55- 4 16 5  
 13 3 7 13- 22 2 4 4 6 3 7 23 9 0 5- 0 8 10 0 5 2 40  
 2 5 6 21 99 0 2 4 9 3 6 2 9 2 45 10 0 5 5 27  
 10 7 0 5 4 16 4 1 5- 9 2 1 3 5 0 strong 99 0 3 2 3 7 76  
 14 0- 18 1/2 82 0 7 3- 10 4 8 14 2 1/2 14 23 9 5-  
 16 0- 13 1/4 22 2 2 2 5 6 2 1 Comm E by N 14 2 7 1 2  
 5 9 43 under all sail

From strong S & winds Big sea 3<sup>rd</sup> of H.  
 Bound to the H. Comm E by N all sail  
 That will draw Bar Rising slowly  
 1<sup>st</sup> wind getting lighter Comm E by N

333- 2<sup>nd</sup> P.M. Sunday Oct 18<sup>th</sup>  
 13 35- 30 = 22 15- 1 30 76 Comm 9 17 0 5- 55- 55  
 25 48 10 10 0 5 9 1 9 10 5 3  
 13 2 1 0 8 22 2 5 4 1 4 1 7 5 with strong 26 1 3- 47 1 6 5  
 2 5 6 13 99 2 4 4 9 3 5 8 7 S & winds 2 4 5 2 4 3  
 10 2 4 5 5- 16 4 0 5- 9 2 1 3 7 6 Comm 99 0 3 3 0 4 9 2  
 14 0- 13 3/4 83 0 2 3- 10 5 2 14 3 7 14 35 1 8 32 7 9  
 15 6- 13 3/4 22 2 5- 14 3 7 E by N, all sail 3 4 7  
 5 9 37 2 5 6 1 3 From the 14 38 6 5  
 15 6- 13 3/4 same 3 From strong S & winds

Leading E by N, with every thing set -  
 5- 20 1<sup>st</sup> P.M. light S & wind Bay of Fund (at 30  
 1<sup>st</sup> P.M. Rain squalls at times  
 Comm The same  
 1475- Miles from Point-Beaufort



336<sup>th</sup> Monday Oct-19<sup>th</sup> 1903

13 36 15 23 11	12847	Begin 9 35 39	474
24 50	110632	9 10	3297
13 03 05 22 24	411474	with	
3 44 04 49 43	493382	Right 9 48 09	
10 13 01 16 5 02	9118333	2 45	14 46 50
15 0 14 82 31	3-03-54	Stk. 99 45 34	329
15 0 14 23 21	14 50	Winds	14 3 00 9
15 3-15 74 5-9 10	3 49 04		

course E by N under all  
sail Rain squalls N or wind and  
fresh breeze. One, some course in some  
light S or winds course E by N or  
S or

337 Tuesday Oct - 30 <sup>th</sup>

This day comes in with  
light. S & winds heading  
E. N. E. 6<sup>th</sup> started to tie up  
ground under lower lip  
hale heading N, thick and  
Raining Bonny falling fast.

2. The main room & heading to the S.E.  
3. The main room heading to the N.E.  
The ship off the shore of the  
light S.W. rounds Big Rock  
from the E. course E.N.W. under  
top sails for sail and Jit Round-  
ing at times d-n. 1/2 and



338 Wednesday Oct 31 <sup>21</sup>/<sub>11</sub> 1908

Engins with light 7 ft winds 10 32 21 412  
 Thick and rainy now 9 40 2933  
 7 winds still thick and 10 31 21  
 rainy wind coming 90 2 42 18-10818  
 from N. to N 3<sup>rd</sup> - Everything 100 8 39 293  
 In some still thick and rainy 15-1111  
 Everything set Bar low and falling  
 Sailing 8<sup>th</sup> fair wind from the  
 N all sail and clear

339 8<sup>02</sup> PM Thursday Oct 22 <sup>22</sup>/<sub>11</sub> 1908

13-13-31 = 21-26  
 25-58 10 0 125-66  
 12' 41 29 21 36 0 10779  
 2 56 30 10 49 4 45-35-  
 9 44 39 16 3 5-6 4 9 39 12  
 5- 8 1 5-8 9 2 17 9 2  
 133- 14 3/4 21 36 3-11-50  
 11- 15-20  
 146-14 3/4 40 22 2-5-6 30

10 48 49 53  
 7 59 41 52 392  
 10 51 46 2 34 6  
 90 2 39 2352  
 100 49 07 15-117-92  
 233  
 15-202

Begin with light 7 ft winds  
 come E by N all sail from the  
 some plenty of Birds 3<sup>rd</sup> haul  
 to the N. from Bar. High  
 3<sup>rd</sup> light 7 winds come E by N  
 Point - Reyes 10 12 miles E by S  
 true 150. Variation 14m  
 8<sup>th</sup> course E by N Everything  
 set and drawing



348 Friday Oct. 23<sup>rd</sup> 1908

[illegible]

... from light airs from the S & E wind and  
weather the same as the morning.  
Big swell from the N. Bar falling slowly  
8 - fine weather heading from E by N G.E. & E

336

344 Saturday Oct 24<sup>th</sup>  
 After day comes I will 11 26' 15" -  
 7.5-7

Along 3 winds can	11	3412	15	3542
By 16 1/2 m. level top	90	339		202
	101	3133	15	3744

sails & gale from cloudy  
 & gale under lower top sail and  
 stay sail. Heading E by N. caught  
 20 lb fish 4<sup>th</sup> strong winds  
 under lower top sail and even  
 looks like rain. Diggins and  
 Ban low caught 2 more fish 6<sup>th</sup> for  
 can run two heading to the E.S.E. under  
 lower main top sail and stay sail  
 thick and rainy & gale & fast sea  
 running



342 2<sup>nd</sup> Sunday Oct: 25<sup>th</sup>

1908

11 33.41 = 22 37	12091	Begin	11 47.13 = 22 36	12091
26.00 -	10		7.28	10
1 39.46	22.47	with light	1 35.44	2.36
2 45.19	40.40	W.S.V.	96 2.36	307
9 14.27	101.51		96 1.37.23	15.43.16
163.26	9170.55		15.43.16	1.87
13.30.31	22.43	3-01-04 winds	15.43.16	1.87
138.36	45.9.5.6		15.43.16	1.87
Small. Crown. E. of N. caught	2 02.44	22.31	12091	
fish from the same	2 76.01	40.48	4105.99	
cause the same	9 16.43	101.51	4937.76	
all sail 3 <sup>rd</sup> the	135-	92.40	9.173.72	
same 7 45 miles	4-10 3/4	22.41	3-01-46	
from Point Reyes by Crown	129-10 3/4	2.46.01	15.43.	
the two Crown		8-9.39		

343. 2<sup>nd</sup> Monday Oct: 26<sup>th</sup>

11 30.24 = 22 43	0.11.520	Begin	12 08.00	1668
26.08	10		7.48	
1 36.33	21.33	with light	12 15.47	
2 51.21	40.33	W.S.V.	90 2.36	1350.21
9 05.12	102.13		102 13.12	1.66
164.29	9.197.98	W.S.V.		1837.87
135-13	92.14	3-07-13		
136-18	21.53	15.52		
	60.21	2.51.21		

Even all sail  
 from Every thing the same cause  
 3<sup>rd</sup> Log. 10. light - winds  
 7<sup>th</sup> dead calm Big swell



344<sup>th</sup> Sunday Oct-27<sup>th</sup> Log off

1903

11:31:36 = 21:49	0:17:13	12:28:36	0:17:13	24:9
36:10	0:01:45	7:39	7:39	6
11:47:48	2:1:57	4:12:31	5:3	1494
2:49:37	10:13	129:3927	102:33	42
4:58:31	10:3:50	164:16918929	102:33	42
10-	164:16918929	3-05:15-	15:56:55-	149
120-30	2:3:33	15:58	15:58	67
14-10	21:3-9	249:17	light & winds	Course E by N on
134-40	0:27			

Wind hauled to the S.W. Course E by N  
 3<sup>rd</sup> Everything the same course E by N  
 Bar. may up Point Reyes 550 away  
 E by S 1/4 S true 18° variation from true  
 Range from the S.W. Bar fixed

345<sup>th</sup> Wednesday Oct-28<sup>th</sup>

11:07:16 = 22:20	1:12:91	12:49:10 =	209
26:19	10	7:39	6
10:33:39	22:30	10:11:10	1314
2:46:32	39:33	4:11:761	
4:46:37	102:57	98:138	Begin
11	164:5-7	179:00	with light
120-38	2:3:30	3-02:56	16:05
11-38	2:3:30	16:05	Winds hauling to the N
131-39	2:3:30	2:46:52	Course E 1/2 N all sail

raining at 5<sup>th</sup> noon fine breeze from  
 the N. Course E 1/2 N. 6<sup>th</sup> wind  
 hauled to the N.E. heading E by S all sail  
 but overcast sky Bar. may up  
 7<sup>th</sup> fine wind from N.E. heading from E-S-E  
 to S-E by E all sail  
 710 miles away Point Reyes







$$\begin{array}{r} 9\frac{1}{2} \\ 26\frac{1}{2} \\ \hline 33 \end{array}$$

348

Saturday Oct 31, 1903

This day comes Log 328 P.m.

in with light air from the

W. compass N. by E 1/2 E

coming from sub-sun. 8 chm

to the E. from Lat 87° 43'

from the S. E. over east sky. Bar

high and falling slowly.

349 Log 330 Sunday Nov 1

9:53 36 = 28' 17" 10268 Regina

10:14 39 38 37 39 18 07 with light

5:08 49 37 52 49 52 60 S. E. winds

8 16 72 104 13 8 9 5 6 8 3

720 3 85 15 2-20-03 heading 7 E

124-3 28 27 16 18 7 E heading E. N. E

124-3 36 48 30 47 30 47

10:35 47 = 22' 31" 10268 N. from heading

11:02 10 22 41 49 2 36 E. N. E coming

2 45 42 37 3 2 93 6 21

8 16 38 104 139 174 76

13- 164 46 3-02-00 and direction to

120 7 82 23 16 18 same heading

124-7 39 42 2 45 42

Point Reyes Bearing E. N. E by compass

48 miles away Bar very high

13 48 38 72 49

6 32 39 3 14

13 33 30 6 32 126 22

40 2 27 6 30

108 33 03 16 14 66

7 3 2 16 15 29

97 1/2 49 78

39 1/2 49 78

14 08 32 6 32 93 3 463

14 13 04 6 32 16 17 32

60 2 27 104 12 37 46

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

16 17 78

This Ends This Journal  
Sunday 4 05 00 P.m.



350 Monday Nov. 2<sup>nd</sup> 1908

This day comes in with light air from all Round Point Reyes and Farallon's light & ahead. 3 bells in sight. From land to the N of Point Reyes and land to the E in sight - light air from the N. Plenty of hump backs in sight.

Tuesday  
In to Pt.  
San Francisco





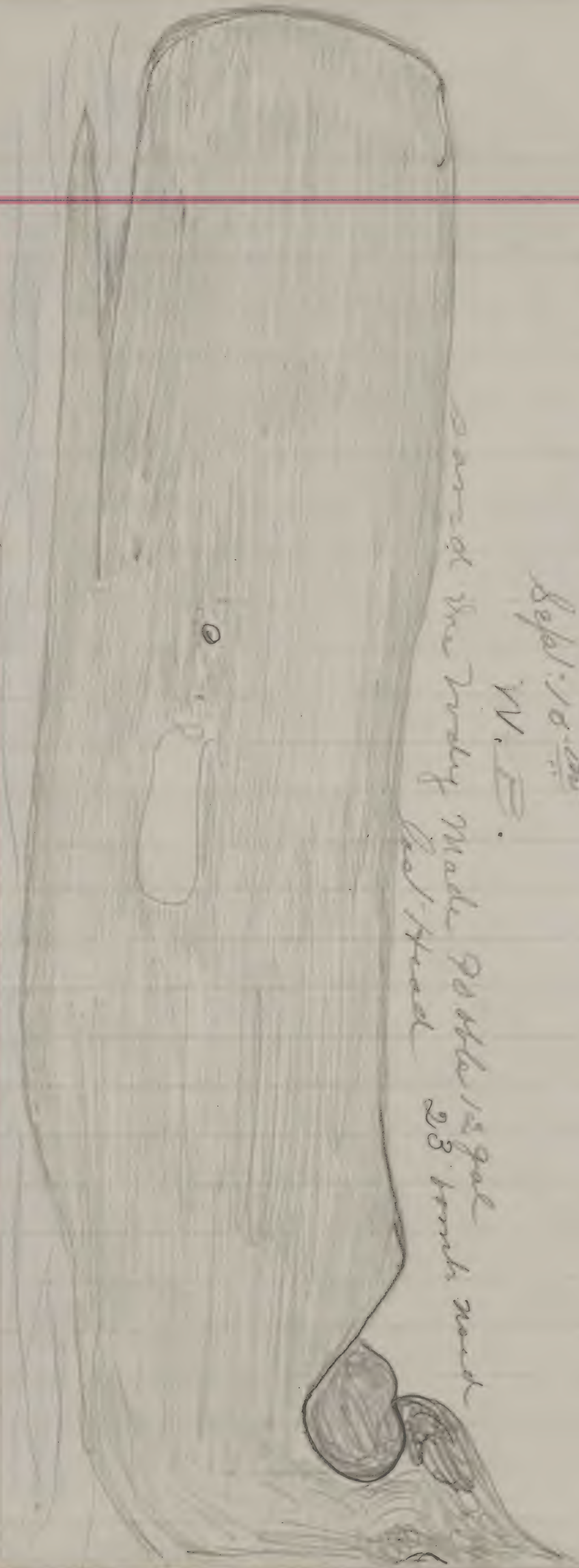




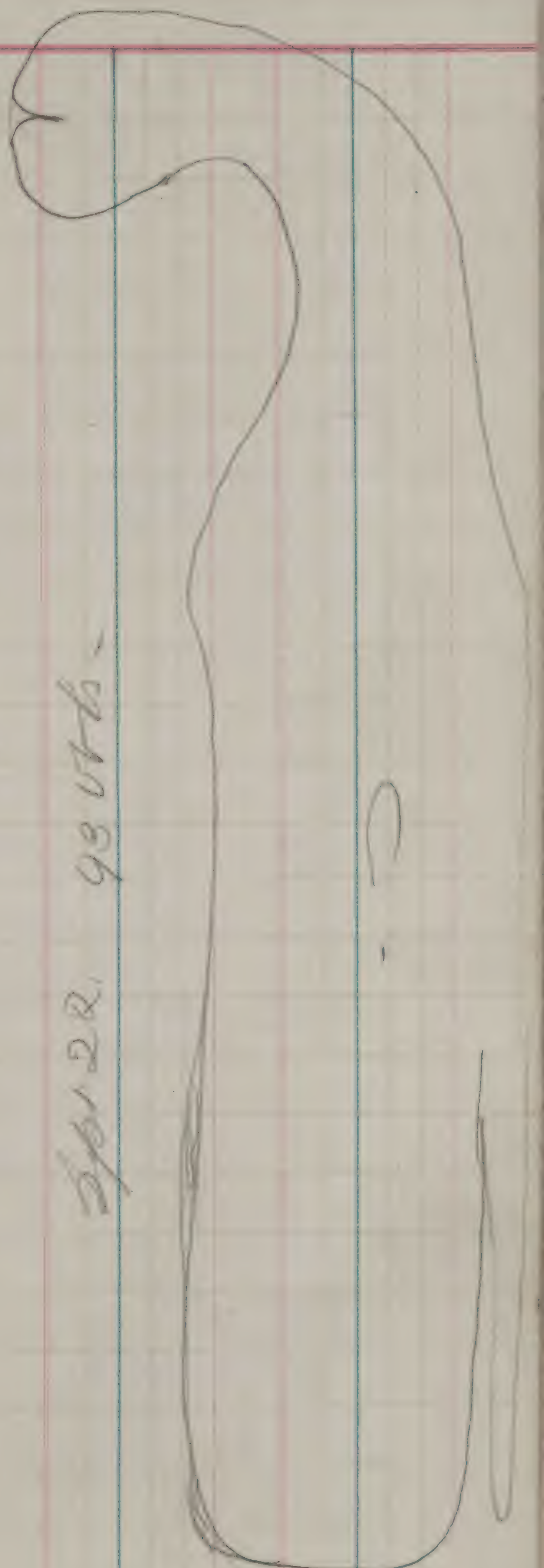


100





80/100 1/8 ct  
 W. F.  
 2000 1/2 gal  
 23 1/2 inch wood



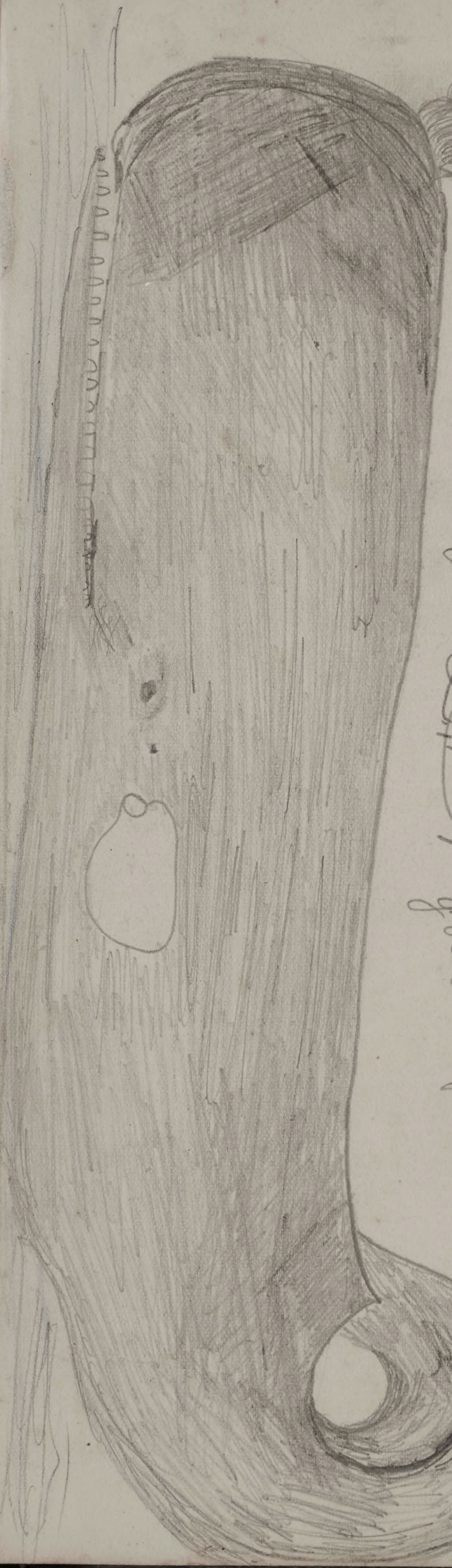
2000 1/2 gal  
 23 1/2 inch wood



# H.O. 56 Oil Taken 1903

				Package	No.	From
132	378	378	370	22	H.O.	From
136	379	379	173	30	H.O.	No. 1-75
391	378	378	381	91	S.O.	2-85
733	173	173	243			3-89
313	101	179	370			4-71
266	378	378	269			5-90
179	160	298	370			6-90
242	347	233	269			7-97
206	243	133	271			8-99
124	329	227	268			9-90
247	333	270	372			10-88
258	321	351	371			11-68
369	347	202	370			12-102
189	270	378	371			13-90
153	190	378	370			14-89
237	217	378	370			1223
101	323	131-9 1/2	134			
222	378	378	343			
103	378	378	170			
272	378	171	157			
91	378	378	381			
153	378	378	380			
426	378	116	288			
133-13 1/2	378	196	294			
170	378	378	93-11 1/2			
302	378	378	440-11			
03	378	378	131-9 1/2			
250	378	378	88-17			
386	378	378	380			
203	378	378	262			
116	378	378	184			
267	378	378	273			
180	378	378	346			
399	378	378	224			
205	378	378	161			
294	378	378	142			
260	378	378	180			
284	378	378	381			
206	378	378	380			
100	378	378	380			
389	378	378	380			
191	378	378	380			
319	378	378	380			
5261	378	378	380			
167-16 1/2	378	378	380			
135-13 1/2	378	378	380			
2-14	378	378	380			
143	378	378	380			



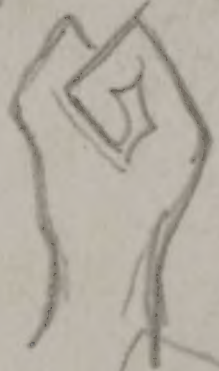
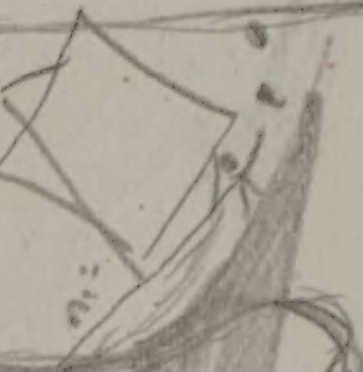


very large whale 170. lbs. of oil  
July 31 1871, got 2 large ones into dock

Mr B. Shirk Drunk and stole  
S B. Missed  
P.B. B. gal-<sup>th</sup>  
June 8



Cann Head



one of my own

Chimney

Ablo

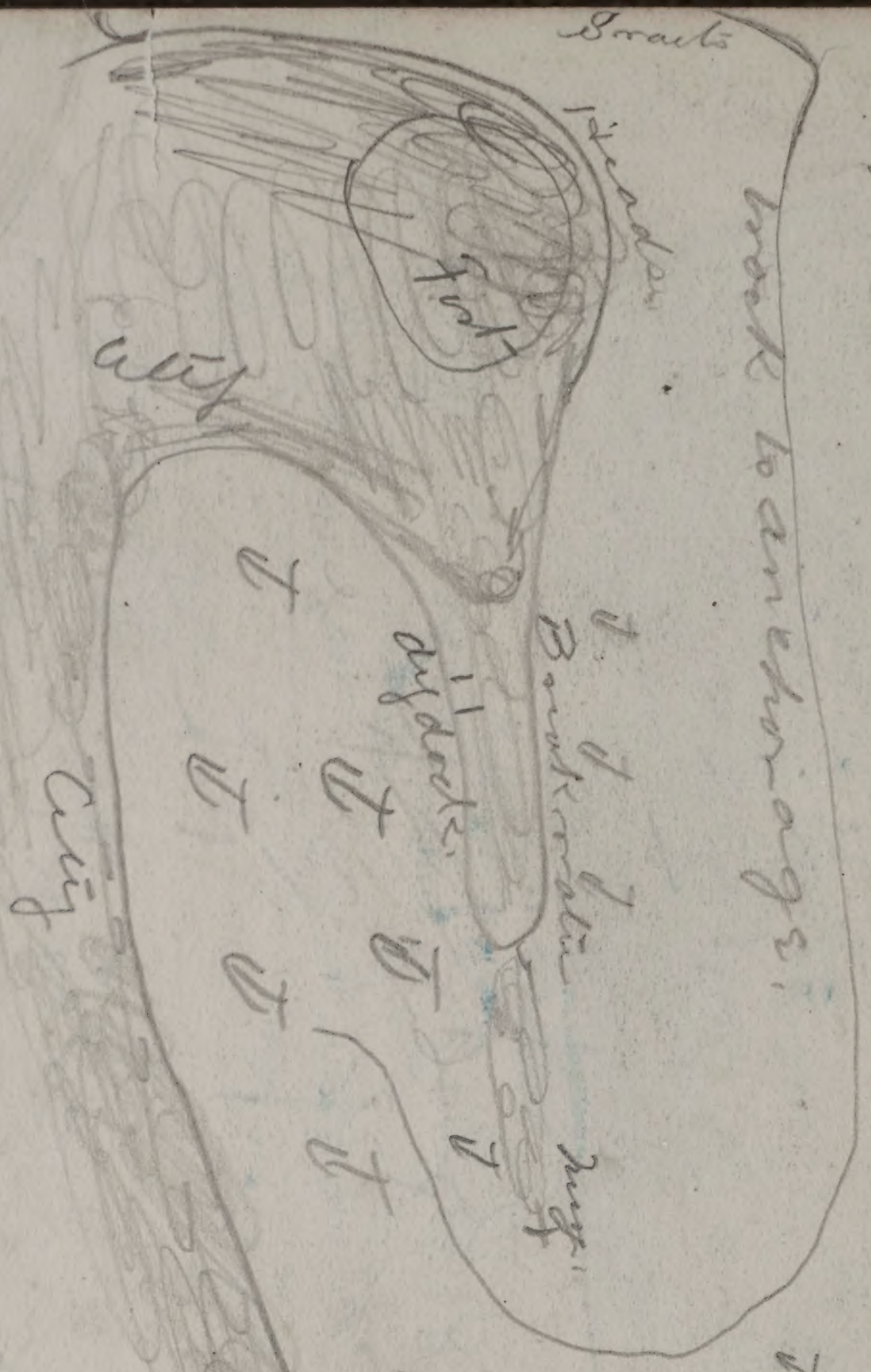


High Place



Stable state

back to anchorage



High Ship

Swain  
Harkers back  
to anchor



Marquess

Harbor





